NEW YORK The Literary Digest July 29, 1933

The New American Merchant Marine

Spurred to Increased Efficiency Under the Roosevelt Administration, Our Shipping Meets Intensified Attacks Here and Abroad

By Ashmun Brown
Washington Correspondent of the Providence *Journal*

WITH a ship-minded President in the White House, with laid-up ships emerging from their enforced rest in the bone-yards of all our coasts, with more goods to carry and an increasing demand for tonnage, the American merchant marine looks hopefully to the future under the New Deal.

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Ashmun Brown

Yet it is conscious that the fight against its bare existence, which seemed to have been concluded with the passage of the subsidy act of 1928, has been renewed with greater intensity than ever. American shipping, groping its way out of the doldrums, has to combat all the ingenuity and diplomatic skill that its rivals abroad can muster—and that is considerable—as well as political assaults at home. These latter are traceable in a large degree to lack of understanding of the vital place a merchant marine occupies in the economy and the military defense of a nation; to an ingrained American disposition to sacrifice national welfare on the altar of presumptive international goodwill, and likewise to pure demagogy.

Actually the New Deal for the American merchant marine began with the passage of the 1928 act. It had just begun to function when world depression appeared, paralyzing international commerce, driving ships from the sea, no matter under which flag they operated, and crowding all ports with laid-up tonnage. Still, in point of modern ships, in efficiency, in usefulness both as carriers of goods and as potential naval auxiliaries, if not in gross tonnage, the American merchant marine, in these four years, has scored tremendous advances.

By all evidences, the act of 1928 is responsible for this gain. Without it and the government aid it provides, practically every ship-operating company in the country would be bankrupt. Because of it the United States now has the beginning of a better balanced and more capable fleet of freight and passenger ships, adapted to the times, than it ever had before, save in the ancient days of clipper-ship supremacy. It is prepared to take full advantage of world recovery, which seems now at hand. That, in all probability, is a reason for the intensity of the attacks that are being made on it from abroad.

Private Shipping Policy

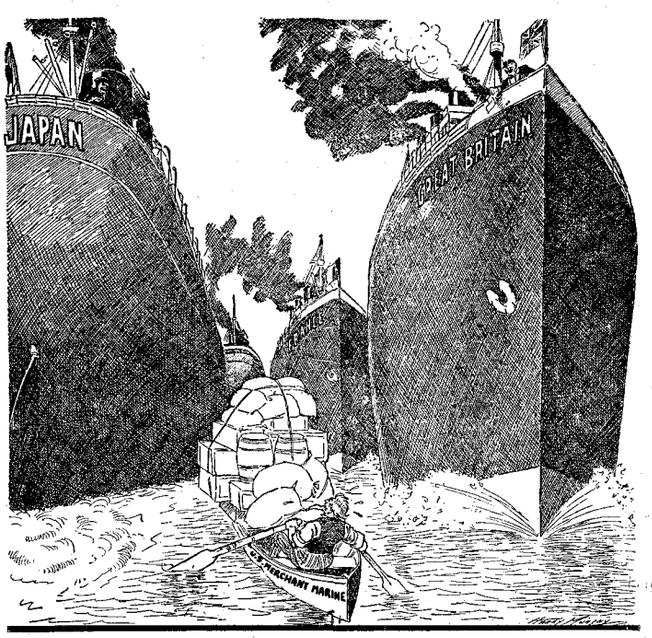
The national policy, in its broader aspects toward private shipping, has been set forth by Congress in these words:

"That it is necessary for the national defense and for the proper growth of its foreign and domestic commerce that the United States shall have a merchant marine of the best equipped and most suitable types of vessels sufficient to carry the greater portion of its commerce and serve as a naval or military auxiliary in time of war or national emergency."

The late President Theodore Roosevelt expressed the thought in other words when, declaiming against the unwisdom of relying "upon ships of competing nations for the distribution of our goods," he said:

"To the spread of our trade in peace and in the defense of our flag in war, a great and prosperous merchant marine is indispensable. We should have ships to convey our goods to neutral markets, and, in case of need, to reinforce our battle-line."

Not in Theodore Roosevelt's time, nor since, until the 1928 act, did we have a merchant marine that would measure up to these specifications in any material manner with promise of permanency. The objectives—ability to "carry the greater portion of its commerce and serve as naval or military auxiliary"—have not yet been attained. They are in the way of being attained. But denial of the aid the Government now gives to ships, the reversal of policy, now so strongly being urged from abroad and supported by a considerable element at home, would destroy the gains made and set back the clock. Again the country would be dependent upon ships under foreign flags to convey its goods to market and carry on its foreign trade. Again would that trade be handicapped when other nations go to war and withdraw their vessels to serve their war purposes. Again would we be under the direful handicaps we experienced in the Great War, when we had to hire foreign ships to transport our troops and supplies to the battle area.



AS THEY WOULD HAVE OUR MERCHANT MARINE
—Murphy in the New York *American*

There is no necessity for detailing here the tragic story of national indifference to the sea that brought us, when the war began in 1914, to dire straits as the ships of Britain, Germany, Japan and the others that had been carrying 90 per cent. of our foreign commerce

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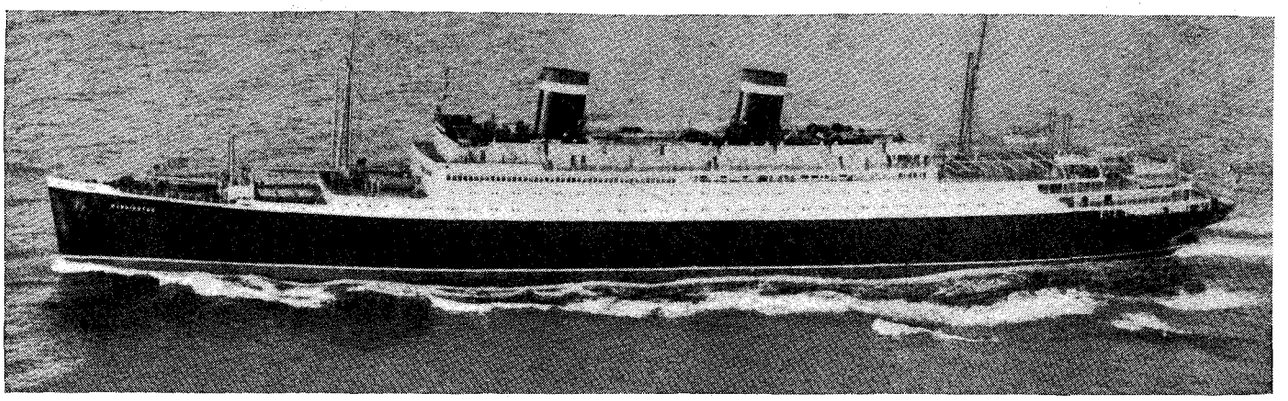

The New United States liner *Washington*, which could be converted for Navy use in three days' time

disappeared from trade. Nor is it necessary to recount the tale of how, when war came to us, we poured $4,000,000,000 of borrowed money into an effort to improvise a merchant marine that should have been in existence; $4,000,000,000 on which we are still paying annual interest to the amount of some $120,000,000, or more than six times the amount we now pay in the subsidy that is under attack.

The History of the 1928 Act

But it is perhaps appropriate to sketch briefly the human story of the manner in which the 1928 act came into being, for that story never has been told. The central figure of it is the late Representative Will R. Wood, who, curiously enough, hailed from the inland State of Indiana, but whose long experience on the Appropriations Committee of the House had given him deep insight into the matter of shipping as well as into all matters upon which public money was being expended.

This Republican acting chairman of the Appropriations Committee, accompanied by two Democratic Congressmen, Thomas H. Cullen of New York and John N. Sandlin of Louisiana, members of the same committee, in the summer of 1927 went to Europe for a "look see." They didn't like the idea of so much money being spent on the Shipping Board; they were not satisfied that the country was getting 100 cents merchant marine value for each dollar that was being expended.

They found that the European maritime nations were building ships fast and furiously; that all those nations were increasing their subsidies in order to encourage the modernization of their merchant fleets; that Great Britain in particular was active in this direction, and that subsidized ships abroad were being built on admiralty plans with a view to easy conversion to war purposes.

In every maritime country they visited they heard the same story: "If the United States delays two years more in building a modern merchant marine we don't care what it does then; we will be so equipped that it can not be a formidable rival on the sea."

They came home and went into action, planning a ship-subsidy bill on the European model, to be considered at the Congressional session opening in December. Representative Wallace White of Maine (now Senator) was chairman of the House Committee on Merchant Marine and Fisheries, and the late Senator Wesley L. Jones of Washington, chairman of the Senate Committee of Commerce. These two had almost given up hope of constructive shipping legislation, but they were provided with new courage by this militant trio. Mr. Wallace's committee had planned to devote its attention at the session to radio legislation. Senator Jones, also, had other plans for his committee.

But Messrs. Wood, Cullen and Sandlin, with the power that goes with membership on the Appropriations Committee, began to line up their forces and make converts. The late Theodore E. Burton (Rep.) of Ohio; Arthur Free (Rep.) of California; C. S. Briggs (Dem.) of Texas, and S. O. Bland (Dem.) of Virginia, House Members, became their lieutenants in the campaign.

Meanwhile cooperating with them was James E. Barnes, Washington representative of shipbuilding interests. He helped to have the necessity for the legislation placed before trade associations, chambers of commerce and the like throughout the country, operating largely in the Middle West, with an astonishing favorable response. Newspapers generally gave editorial support. A wave of opinion favoring the merchant marine swept the country. Early in 1928, the bill was passed by an overwhelming majority.

With Senator Jones and Senator Copeland of New York leading, the fight was carried through the Senate. Then President Coolidge, with a satisfied air, signed the measure.

What the Bill Provided

Briefly stated, the bill granted a subsidy—postal subvention is the polite word—to American ships carrying mail abroad, the rates being on a sliding scale adjusted to speed, tonnage and mileage. There have been postal subventions in the past, but none so generous as this. Where the act of 1920 had provided a government fund of $150,000,000 from which a ship line could borrow 75 per cent. of the cost of construction of a new ship on government-approved plans, this act raised the fund to $250,000,000. Also, through the postal subvention provisions, the way was made easy for a shipping line to buy from the Shipping Board its accumulation of idle ships.

Consider that loan fund of $250,000,000. It looks large, but it is no larger than the estimated cost of maintaining the Civilian Conservation Corps in the field this year.

Moreover, only about $150,000,000 of it has been borrowed so far. The borrowers are required to pay interest at approximately what the Government pays for its borrowing, and to reduce the principal amount by five per cent. each year, so that the loan will be amortized in twenty years, which is the estimated useful life of a ship. Interest payments have been met, but in the last year or so some of the lines have been compelled to defer the amortization charge.

Now, what has been accomplished? Counting in the 15 ships (for which $18,629,500 was drawn from the loan fund), built under the 1920 law, the 43 that have been built under the 1928 law, and 40 ships reconditioned under the same act, the loan fund has produced 98 modern vessels with a total gross tonnage of 833,717, now sailing the seas under the American flag.

These ships, new and reconditioned, are constructed on plans approved by the Navy Department, which is a requisite of the legislation. Into them have been built bulkheads far in excess of civilian requirements, and platforms for the mounting of ordnance.

The new *Washington*, for example, is so built that in three days' time, provided the Navy has the guns ready, she could steam forth as a swift scout cruiser or commerce destroyer, mounting batteries of six-inch guns. Or she and her companions in this new squadron rapidly could be converted into transports to carry troops. Within a week these vessels could be mobilized and laden with an army of 50,000 men for overseas duty, where all the transports now maintained by both Army and Navy could carry but a scant 5,000.

The postal subsidy has resulted in the establishment and maintenance of forty-two ocean mail services; that is the maintenance

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The Great Drive to Speed the Recovery Program

As Industry After Industry Prepares Its Code of Conduct Involving Prices, Hours and Wages, the Government Asks All Employers to Revive Buying Power by Immediate Wage Increases

EVERYTHING else in Washington is being subordinated these days to a powerful effort to speed recovery under the new law. Industries have been fairly swamping Gen. Hugh Johnson and his aides with their codes. The cotton code is actually in effect, with other textile industries accepting its main provisions. Men are going back to work by the thousands in cotton mills, steel mills, while nearly the entire steel industry has been raising wages —about 15 per cent., as a rule—in advance of the operation of the steel code.

But the codification of complex industries is a time-consuming process. While wage rates and hours are being discussed at the Washington hearings, the present speeding up of productive activity calls for the stimulation of consumer buying power.

So the Government asks all employers in the United States to establish certain maximum working hours and minimum wages from September 1 until superseded by codes in the respective industries. This "blanket code" eliminates child labor, provides a maximum week of 35 hours in industry and 40 hours for white-collar workers, and a minimum wage of 40 cents an hour in industry with a sliding scale for white-collar workers ranging down from $15 a week in our largest cities. Adherence is voluntary, but the public is asked to support subscribing employers, who will be authorized to display insignia denoting membership in the NRA.

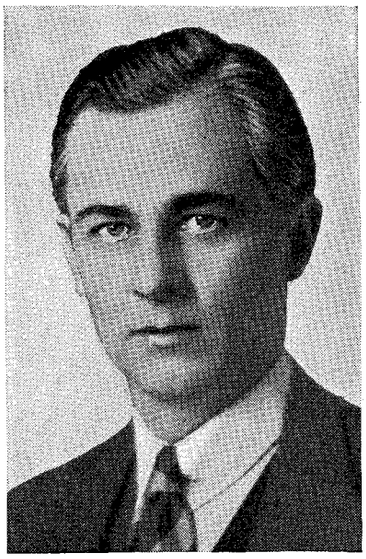
Preparation of Codes

It has been a strenuous month in Washington. In the middle of June President Roosevelt signed the National Industrial Recovery Act—NIRA for short—and General Johnson was at work on the industrial codes already in process of preparation. The first code to be submitted was that of the cotton manufacturers, which was finally approved by the President on July 9. As other codes came in, General Johnson, in interviews and public statements, called for more speed, and members of the National Recovery Administration—or NRA—issued veiled warnings that it would be to the advantage of business to be prompt in compliance.

Important industries like cotton, oil, wool, soft coal, lumber, shipbuilding, general contracting, electrical manufacturing, cement, cloak and suit making, led the way in submitting codes, and were followed by hundreds of smaller industries. After cotton, greatest interest attached to the steel code because, in the words of the Philadelphia *Evening Bulletin*, steel holds "a key position in the industrial line." The steel code proposes a maximum working week of 40 hours and minimum wages ranging from ten dollars to sixteen dollars. But the big argument started by the steel code came in a declaration of adherence to the principle of the company union, altho the right of collective bargaining and the right of an employee to join an organization "of his own choosing" or to stay out of company unions are definitely recognized.

The Activity of the A. F. of L.

Right here the American Federation of Labor swung into action. Besides presenting its views on this subject at the hearings the Federation has been staging a great membership drive. The largest organizing



FIRST IN LINE WITH A CODE

George A. Sloane, President of the Cotton Textile Institute

machine in the history of the American Labor movement, with headquarters in Washington, is working to enroll hitherto unorganized millions. At the same time, reports Louis Stark from Washington for the New York *Times*, "great industrial organizations fostering the formation of company unions under the employee representation plan are straining every effort to roll up large memberships as rapidly as possible." When the time comes the Recovery Administration must decide which spokesmen for the employees in the various industries "are bona fide representatives of the industries for which they claim to speak."

It is reported that in the first two weeks in July charters were issued to twenty-five new Federal unions not included in the present A. F. of L. organization. Organizers are said to be at work in hundreds in such industries as coal, steel, oil, rubber, cement, lumber, electrical manufacturing and automobiles. Existing unions in various fields of industry are strengthening their organization, one of them claiming a gain of 300,000 members since the middle of May.

It is, of course, impossible to summarize all of these codes submitted at Washington. In the main, notes the *Times* writer just quoted, they provide for a forty-hour week. In general, labor is holding out for a thirty-hour week—five days of six hours each. It is generally understood that a forty-hour week would mean two shifts with a total operation of machinery limited to eighty hours a week. The coal trade and some of the manufacturing trades have offered a thirty-six hour week, and General Johnson has emphatically declared that he would not consider any codes calling for forty-eight hours.

While plans are perfected at Washington, actual recovery is sighted. More than 500,000 persons are reported by the Labor Department to have gone back to work in June, while the increase in pay-rolls in manufacturing establishments during the month was set at 10.8 per cent., or about $9,000,000 a week. Certainly, this is a move in the right direction, all commentators agree.

The Call for Haste

But it only emphasizes the need for a greater increase in wages in order to stimulate buying power. Here the press emphatically support the desires of the Administration. "Increase wages!" cries the St. Louis *Post-Dispatch*. "Hurry!" says the Albany *Knickerbocker Press*. "Give business customers—the codes can wait," is the argument of the Philadelphia *Record:*

"Except for a few luxury trades catering to people with private fortunes, wage earners with money to spend are the 'market.'

"Give business enough customers, and competition will take care of itself. Let the Administration smash home its program of compelling industries to raise wages and shorten hours, and most of the problems of industrial recovery will be solved."

One reason for the slowness of business to cooperate which is seen by some observers is the pronounced recovery in industry. The industrialists, as Frank R. Kent of the Baltimore *Sun* notes, are beginning to feel that "they can get along all right if let alone." But the Administration's view is "that the recovery is only partial and not only will not be complete unless the experiments work but calamitous results will ensue."

And so General Johnson again and again calls for increase in purchasing power. His plea, as summarized by Mark Sullivan in the New York *Herald Tribune*, "is that business men and corporations, instead of putting their funds into increased stocks of goods, should for the moment invest their funds in purchasing power in the form of increased expenditure for wages."

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Spending $3,300,000,000 to Combat Depression

WITH a club poised to smash the grafter, the Administration forges ahead in its drive to end the depression by spending $3,300,000,000 for public works. Its aim is to increase the country's purchasing power.

The entire amount will be spent, says President Roosevelt, thus settling a controversy within the Administration. But caution is the watchword.

This will be "nobody's grab-bag," declares Secretary of the Interior Harold L. Ickes, entering upon his job as Public Works Administrator. "The taxpayers' money will not be spent wastefully. As far as humanly possible, we will see to it that the taxpayer gets a dollar received for every dollar spent. Any attempt to profiteer will be dealt with summarily."

GUARDING AGAINST GRABBERS

Harold L. Ickes, Secretary of the Interior and Public Works Administrator

By October 1, Secretary Ickes hopes, 1,000,000 new jobs will be created. But the job he faces himself is an enormous one. For instance, one list of projects submitted for approval, the Associated Press tells us, ran to eighty pages, and ranged all the way from $50 for a chicken-coop, to make poultry insect studies, to $38,000,000 for Boulder Dam. Big items in the program include $400,000,000 for road construction and $238,000,000 for the Navy.

The first allotment for public works was $115,513,610, practically all constituting jobs that can be started at once. Other allotments quickly followed, and will continue under the rigid scrutiny of the Administration.

"This is not a pork-barrel," Washington repeats, and, to safeguard the funds, says Raymond Clapper, of the United Press, "extensive undercover preparations are being made to head off contracting graft. Opportunities will be plentiful. Thousands of deals for supplies must be made." It's like this:

"After four lean years, the itch to get in on this unprecedented expenditure is expected to be almost irresistible for some. It involves a total expenditure greater than the normal annual budget of the entire United States Government. Secretary Ickes, hard-bitten foe of public graft, is undertaking to spend in less than a year a sum equal to $3 for every minute since the birth of Christ.

"The job of policing this operation has been laid on tall, sturdy Louis R. Glavis, chief of the Interior Department's bureau of investigation. He investigated the Alaskan coal claims, which resulted in the Ballinger explosion under Taft. Recently Ickes turned him loose on the Muscle Shoals plant, where alleged mismanagement had been reported.

"Glavis is gathering a force of inspectors to be distributed among ten regional offices. Then he will have a flying squadron operating wherever a situation develops."

Conditions for Approval

Furthermore, the Administration has laid down certain conditions for approval of works plans. As these are summarized by the Philadelphia *Evening Bulletin:*

"To receive necessary official sanction, projects must be of undoubted public benefit; they must be capable of completion, without additional Federal allotment, within a reasonable time; there is to be government oversight of contracts, prices and performance.

"Assuming rigid adherence to these stipulations, there is possibility of turning to account the vast expenditure for public enterprises as a good investment, in view of current but rapidly rising price-levels."

Many editors cheer President Roosevelt's announcement that the entire $3,300,000,000 will be spent.

"In some quarters," says *The Christian Science Monitor,* "the argument ran: Recovery has already begun without the stimulus of this expenditure, so why spend several billions of the taxpayers' money to accomplish something that has already started? The reason in answer is: To keep it going."

To the Camden *Courier-Post* the President's announcement means that "the Administration will not 'pull its punches' in fighting the depression," and the Richmond *Times-Dispatch* adds:

"This country did not hesitate to spend billions in the war—billions expended in pure destruction. It should not hesitate now to spend more billions in peace—billions expended for pure construction.

"Again Mr. Roosevelt is right!"

Warning to Racketeers

The contract grafter and the pork-barrel politician come in for a good deal of editorial attention. Typical of these warnings is that expressed by the San Francisco *Chronicle:*

"The present national emergency is a good time for the racketeering politician to lay off his tricks. The public-works program is not charity and the projects included in it are not chosen merely as vehicles for putting hungry men and women to work. They must be useful projects, so that the money spent will not be wasteful expenditure.

"But the primary design of the reconstruction funds is to put men to earning their daily bread. And he must be an unconscionable rascal who would by one loaf of bread prevent this money from being spent honestly, efficiently and fully for the purpose for which it is intended.

"The Ickes warning is welcome as notice that the Government has its eye on these racketeers. It is time for them to run for their holes."

MUSTN'T TOUCH, MISTER!

—Duffy in the Baltimore *Sun*

To Our Readers

As a new feature *The Literary Digest* will start in the issue of August 19 to carry letters to the Editor. The views of our readers on the important developments and issues of the day will be welcomed. The shorter the letters are the more available, of necessity, they will be.

The Editor.

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Stock-Market Excesses Revive Regulation Threats

The rising stock and grain markets dramatically entered a period of suspense last week with a sudden drop, the meaning and probable duration of which are variously estimated.

Repeal hopes, inflation possibilities, improved public psychology aided the rise.

Contributing to the drop were such causes as these: Speculative credit was tightened by the banks. Many issues, particularly repeal stocks, were overbought. The dollar became stronger in terms of foreign currencies. Gen. Hugh S. Johnson, industrial recovery administrator, dampened public enthusiasm with a warning of a crisis unless wages go higher.

The effect produced was highly dramatic. The New York Stock Exchange witnessed an 8,117,460-share day, the biggest since May 5, 1930, the seventh biggest in stock-exchange history according to the New York *Herald Tribune*. A two-day maximum decline in stock values averaged 6.62 points, according to the same journal, the largest drop for such a period since that of November 12-13, 1929, 9.72 points.

Senator Elmer Thomas, author of the inflation amendment to the farm bill, demanded of New York and Chicago exchange heads that they put a limit on any one day's fluctuations in any one stock or commodity. Limits of various sorts were imposed in the grain markets of Chicago, Kansas City, Minneapolis, and Duluth.

Test for the New Deal

To some the drop is the first real test of the New Deal. To others it is the natural and disastrous result of the inflation threat. But a third group considers it as a welcome check to a dangerous wave of speculation.

Government regulation of exchanges looms large. Existing legislation, it is believed, permits the control of grains. Already Secretary Wallace of the Department of Agriculture has put back in effect the requirement for the daily reporting of all long and short wheat accounts beyond certain limits, half a million bushels in Chicago.

At the same time it has been pointed out that the Glass-Steagall bank bill can be invoked if necessary, since it permits the Federal Reserve Board to limit the amount loaned for speculative purposes. Or the Senate Banking and Currency Committee, now in recess after its Morgan and Kuhn, Loeb investigations, might be reconvened.

Dr. Oliver M. W. Sprague, of the Treasury Department, suggested on his return from the World Economic Conference another cure for stock-market fever. He said, the New York *Evening Post* reminds us—

"It would be advisable to have betting on horse-races made respectable so that the public would be less interested in betting on securities. Unintelligent speculation on horse-races does no general harm, but unintelligent speculation in securities increases the country's economic instability."

The High Salaries of Railroad Executives

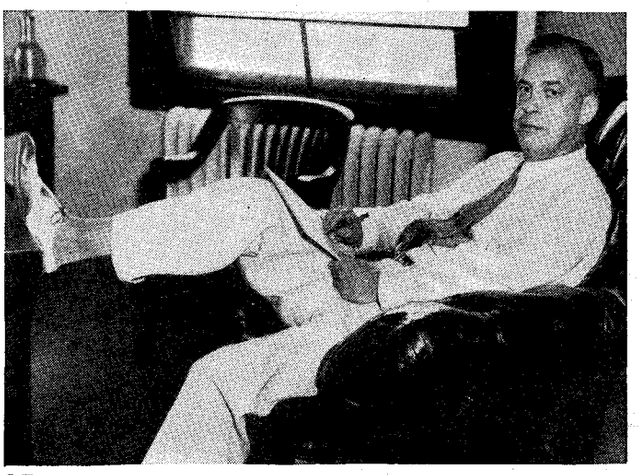
Huge railroad salaries must be reduced.

When the big, bulky, athletic Joseph B. Eastman, Transportation Coordinator, served that notice on the heads of our principal railroads, he put himself in line for editorial applause. Nearly all who comment agree that the enormous salaries paid to rail executives must be slashed.

"It is true in good times," says the New York *Times*, "that no price is too high to pay for honest and highly skilled management. But when labor and government employees are asked to cut their wage, high-priced executives who are unwilling to do proportionately likewise, particularly when their management is not producing a profit, are out of step with popular sentiment. That creates a disturbing psychology."

Behind Mr. Eastman's statement, says the Washington correspondent of *The Times*, was the implication that if the rail executives did not accept wage decreases, he would order that this be done.

"I believe you will understand," he told them, "that I am not trying to bullyrag you nor to appeal to the galleries. Nor am I passing out censure for what has been done. The salaries to which many executives attained were a symptom of the boom disease and not a subject for personal blame."



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"I AM NOT TRYING TO BULLYRAG YOU"

This is what Joseph B. Eastman, transportation coordinator, said to the nation's railroad heads

He believed "very sincerely," he added, that "there must be an adjustment of this matter before the railroads will stand right with the shippers, investors and labor under conditions which now exist." Noting that salaries have been cut, he asked the executives to consider whether "they have been reduced enough in view of prevailing conditions."

Thousands of railroad men "have no jobs at all," he reminded them, and "thousands of investors in railroad securities are receiving no return."

"The salaries to which Mr. Eastman referred," says the Associated Press, "ranged downward in 1932 from the $135,000 a year drawn by Hale Holden, chairman of the board of the Southern Pacific Company. Many salaries since have been cut sharply." When the Southern Pacific applied to the Reconstruction Finance Corporation for a loan, it was not granted until Mr. Holden's salary was reduced to $60,000.

"Other executives in the higher brackets last year," the Associated Press adds, as listed in a letter from Mr. Eastman to Senator Couzens of Michigan include:

"W. W. Atterbury, president of the Pennsylvania Railroad, $121,500; Daniel Willard, president of the Baltimore and Ohio, $120,000; L. F. Loree, president of the Delaware and Hudson, $90,000; L. A. Downs, president of the Illinois Central, $90,000; J. J. Pelley, New York, New Haven and Hartford, $90,000; Paul Shoup, president of the Southern Pacific, $90,000; Carl Gray, president of the Union Pacific, $90,000; F. E. Williamson, president of the New York Central Lines, $80,000; S. T. Bledsoe, of the Atchison, Topeka & Santa Fe, $67,500."

At the time that this list was made public, *Railway Age* argued earnestly that the rail leaders were entitled to large salaries, for they "are not out of line with the compensation paid to corresponding officers of other large business concerns." Furthermore:

"They have been substantially reduced during the period of depression. Their complete abolition would produce only the most microscopic effects on the wages that could be paid and the rates that could be charged.

"On the other hand, if railway executive officers bear successfully the heavy responsibilities they are carrying, and perform satisfactorily the herculean tasks with which they are confronted, the results gained will be almost infinitely valuable as compared with their total salaries."

But the rail executives get scant sympathy from newspaper editors.

"A temporary reduction in line with losses suffered by the vast majority in such times as these appears entirely justified," asserts the Springfield *Union*, and the St. Louis *Star and Times* adds that "if public clamor for lower rates and stricter government control, which the railroads don't want, is to be stilled, railroads themselves must give evidence that they are trying to reform on the inside."

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"Repeal by Christmas"—The Break in the Dry South

"THE vote of the first two Southern States on repeal has cooked the Prohibitionists' goose."

So says a Southern paper, the Richmond *Times-Dispatch*, exulting in the wet victories in Arkansas and Alabama that brought the number of States turning thumbs down on Prohibition to eighteen, just half the number needed to kill the Eighteenth Amendment.

"The solidly dry South is no more. It is as wet as the bottom of the Atlantic Ocean."

Many observers hold the same view. Without waiting for the results in Tennessee which went wet by a narrow margin a few days later, the anti-Prohibitionists confidently hailed the Arkansas-Alabama victory as the collapse of all dry hopes. Now they are looking forward to repeal by Christmas. The argument they will drive home is that the expunging of the Eighteenth Amendment this year means the saving of $221,000,000 in new taxes necessitated by the $3,300,000,000 public-works program.

Even some of the dry leaders admit defeat in their fight to save the Amendment, among them being, according to the New York *Herald Tribune*, Bishop James Cannon, Jr., militant dry leader, who is credited with swinging four Southern States into the Republican column in 1928.

But the drys have by no means stopped fighting. Still confident of holding the necessary thirteen States, they are concentrating on Kansas, Maine, Oklahoma and Texas.

"The game is still in the early innings," declared F. Scott McBride, general superintendent of the Anti-Saloon League of America, as quoted by the Associated Press. "The contest from now on goes into drier territory, and the drys can and should win."

But listen to the wets: "It is now highly probable," says Jouett Shouse, president of the Association Against the Prohibition Amendment, "that not merely the necessary thirty-six States will ratify the pending proposed Twenty-first Amendment to the Federal Constitution, but that it will be ratified by all the forty-eight States of the Union." And he adds: "Is it not the part of wisdom for the anti-repeal forces to submit gracefully to the popular will and resume the constructive work toward temperance which has been so utterly destroyed through the attempt at national Prohibition?"

Most of the papers that comment accept the Arkansas-Alabama result as the death knell of Prohibition.

"With both these commonwealths now in the repeal column," says the New Orleans *Times-Picayune*, "ratification of the repeal amendment is as certain as any future event can be.

"The only factor remaining in doubt is the precise date of ratification. There is reason to believe that the Southern States will vote solidly for repeal."

"They have blasted the last hope of the Prohibitionists," declares the Louisville *Courier-Journal*, and the Miami *Herald* adds that "there is little reason to believe that any State will refuse its support to the proposition."

In Alabama, the Birmingham *Age-Herald* finds "comfort in the belief that quite soon the Constitution will be giving back to the States a police power of which they should never have been deprived."

In Arkansas, the Fayetteville *Daily Democrat* accepts the verdict in this way:

"We bow to the will of the majority like a good sport. Our fate is in their hands. They will excuse us if we look with a little trepidation back on the old days. Being optimists and firm believers in our President, we hope the New Deal will bring forth something better."

And this is how the Little Rock *Arkansas Gazette* views the upheaval:

"When Arkansas voted to repeal the Eighteenth Amendment, it simply went with the prevailing tide. It can not be believed that the State's vote on repeal expresses the final judgment of its people on Prohibition.

"The strongest and soundest objection to the Twenty-first Amendment is that it strikes down all power of the Federal Government to legislate on the regulation and control of the liquor traffic for the country as a whole."

In addition to the twenty States which already have voted on repeal, fifteen others, making a total of thirty-five, will vote this year. The wets are confident that others also will hold elections, assuring the knockout of Prohibition before January 1.

In a Line or Two

ARE we ever going to realize our political ideal of making the other fellow pay the taxes?—*Tacoma Ledger.*

UNCLE SAM will get even with these kidnapers when they make their income-tax returns.—*Philadelphia Evening Bulletin.*

OUR London delegates should cheer up; Congress probably would not have ratified any agreements anyhow. — *Washington Post.*

THE public calls for educated men in politics, and, when they serve, they are referred to as damned professors.—*Boston Herald.*

EVIDENTLY the ideal treasury head is a man who knows all about finance, but never has had anything to do with it.—*Atlanta Constitution.*

"A CROCODILE is harmless as long as he is occupied," says an African explorer. Still, we shan't take any chances on being the occupant.—*Atlanta Journal.*

MUSSOLINI orders his colleagues to use motor-cycles and give up silk hats. The silk hat part of the order seems a bit superfluous. —*Birmingham Age-Herald.*

THE grain exchange is a device for making agriculture profitable to gents who dislike to wear overalls.—*San Diego Union.*

A VISITOR tried to crash the Chicago Fair with a pass to the Exposition of '93. His tale, that he was held up forty years in Loop traffic, is thought somewhat overdrawn.—*Detroit News.*

THE FORGOTTEN MAN!
—Talburt in the Washington *Daily News*

INVESTIGATOR is seeking the cause of declining marriages. Declining girls, isn't it? —*Arkansas Gazette.*

THE nice flavor in those Norwegian sardines from New England is the Italian olive oil from cotton seed.—*Atlanta Constitution.*

IF a nation gets its London conference delegation back intact, does that mean it wins a point, or loses one?—*Macon Telegraph.*

THE blanket code under consideration for industry would, of course, make all manufacturers bedfellows.—*Norfolk Virginian-Pilot.*

IF the President puts over his idea of having the postmaster under civil service, it looks as if the spoils would be spoiled.—*Boston Herald.*

ONE way to assure the peace of the world would be to arrange that a nation couldn't have another war until it had paid for the last one.—*American Lumberman.*

FRANCE withdraws gold from New York and will pay the Bank of England three months in advance. We would be indebted for a how come.—*Washington Post.*

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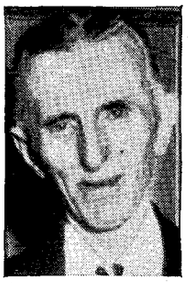
They Stand Out From the Crowd

Marion Nevada Talley, buxom, demure, uncommunicative, came out of the West to study with music teachers in New York and in Italy, and then made her appearance at the age of nineteen on the stage of the Metropolitan Opera House as *Gilda* in "Rigoletto." For four seasons her sweet, clear, but not particularly powerful soprano voice was heard, and then suddenly and somewhat mysteriously she retired to a Kansas wheat ranch. Her marriage to a German pianist was annulled. Now, at twenty-six, she visits New York to arrange for a concert tour, and interviewers find her as reserved as ever, but slenderer, more stylishly dressed.

Keystone

Nikola Tesla, at seventy-seven the dean of American inventors, expects to live to be 140 by paying scientific attention to his diet. With a hundred triumphs of electrical engineering already behind him, he hopes to announce the discovery of a new source of energy and to produce steel twice as strong as that now available.


Acme

He works incessantly in his laboratory, maintaining his vigor with two meals a day, the first consisting largely of fats for fuel, the second of proteins to rebuild the body tissues. He uses no coffee or tea, considers alcohol in moderation virtually an elixir of life, and does not mind being called insane because of his theories.

David George Brownlow Cecil, Lord Burghley, at twenty-eight announces that he is too "old," too busy, to continue his career as hurdler. He's an M. P. now. His day as Britain's hero of three Olympics and countless minor meets is done. He prefers riding to the hounds, anyway, is happiest on a horse. He rides fast, just as he sprints, and drives his car fast, too. They call him "young man in a hurry." He looks the athlete, moves easily, is tall, straight, fair, with hair like glossy straw. He has a broad grin, high forehead, Wellingtonian nose. He does not smoke and prefers draft beer.

Acme

Jack Dempsey's timing and rhythm helped him to punch his way to the heavyweight championship of the world. Timing and rhythm, expressed in song and dance, brought fame to the brown-eyed, sprightly **Hannah Williams.** Now they are married. The one-time "Manassa Mauler" recently has interested himself in promotional enterprises, of which the Baer-Schmeling bout was the most conspicuous. He is the former husband of Estelle Taylor, film actress. Both of Miss Williams's former husbands were musicians, Charles Kaley, a Chicago bandmaster, and Roger Wolf Kahn, orchestra leader—experts in timing and rhythm.

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The Maharaja of Alwar, India, as the penalty of misgovernment in his domain is under compulsory exile in England. He is described by William Hickey in the London *Daily Express* as the best orator in England. Tall, wiry and athletic, usually he wears European clothes, well-cut, but with exaggerated padded shoulders. Often he wears a hat of his own design, a sort of biretta of blue velvet, decorated with a large diamond star.

From the London *Daily Express*

Miss Margaret Bondfield, Britain's first woman Cabinet Minister, is in America for the National Council of Women, ready to be interviewed on any subject save Ramsay MacDonald, her long-time associate in the labor movement, who put her in his 1929-1931 Cabinet. She was not made a member of the Coalition Government that followed. Miss Bondfield is a small woman, active, intense, with brown eyes that flash as much as brown eyes can. Her hair is gray, her cheeks pink. She has been described as having sincerity, vividness, ardor.

John Collier, the new Indian Commissioner, is a fighter. A quiet, blond-haired man with glasses, he has been carrying on a persistent fight for the American Indian for a dozen years. A good deal of this fighting has been against the Bureau of Indian Affairs itself, so it would seem that President Roosevelt thought it would be a good thing to reorganize the Bureau by appointing its most severe critic to run it. In 1923 Mr. Collier — a social worker who had already become a specialist on Indian problems—became the only executive officer of the American Indian Defense Association, organized to defend Indian rights.

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Irene Castle, as a slender girl with shrugging shoulder and step light as thistledown, once made history in the dance world of America. She reigned supreme till the war came and took her husband Vernon's life in an airplane crash.

Wide World

Retired for years now to private life as Mrs. McLaughlin, she has turned humanitarian, particularly in regard to dumb animals. Not long ago she worsted a farmer in a legal battle over his mistreatment of pigs. Always a lover of dogs she has gone to court in Chicago, where she lives, to save the life of "Spotty," a dog she gave to a boy. The dog was picked up by dog-catchers, and by law 75 cents must be paid or the dog's life forfeited. She sought to restrain the authorities from destroying Spotty.

What's the Name, Please?

Dollfuss — Austria's diminutive Chancellor—*doll'foos* not *fuss.*

Baruch—Financier and practical economist—*ba-rook'.*

Chaco—Scene of South American teapot tempest—same as *charcoal,* minus *r* and *al.*

De Mille—Producer of super-super movies—rimes with *the mill,* not with *the meal.*

Robot—Wiley Post's mechanical companion — *row'bot,* not *row'bow* nor *row'boat.*

—Frank H. Vizetelly

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News and Comment From the National Capital

Republican Leaders Are Lying Low and Watching the New Deal Closely While They Attempt to Adjust Their Differences and to Effect a Centralized Leadership

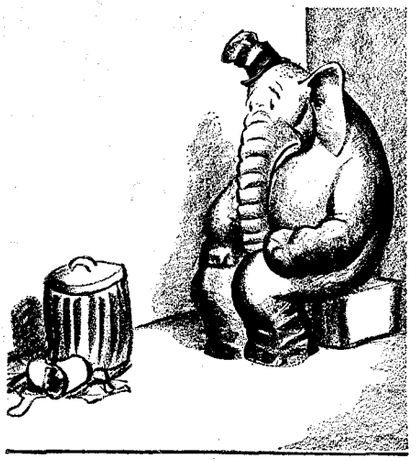
WASHINGTON—Senator David A. Reed's rendezvous with former President Hoover on the west coast and Chairman Sanders's group meetings with Republican State leaders, just as the Roosevelt New Deal is moving from first to second speed, have not failed to excite curiosity. One who sat recently in high party councils "let it be known," as the phrase runs here, that Senator Reed was carrying an appeal to the party's titular leader. Mr. Hoover was to be told that the Republican leaders still here wanted centralized leadership and a party spokesman of recognized standing and prestige to help hold the lines of "rugged individualism" against the advance of what they call "State Socialism." There was, in this view, a party obligation to present a responsible, organized opposition as well as to "keep the record straight." In the campaigns to come, it was felt, the party could ill attack the Roosevelt creed as grounded in political ineptitude if the Republicans themselves had failed to speak out effectively while it was in the making.

Naturally enough, political divergencies are more numerous in party defeat than in victory. Nothing shows it more clearly than these present Republican developments. Not at all are they related. Mr. Sanders knows little, if anything, about the journey of Senator Reed. Senator Reed, for the life of him, can not see how Mr. Sanders can do the party any good by his present tactics. Mr. Sanders, it appears, is following a plan of his own to turn back the charge that he does nothing and should be replaced. Senator Reed admits nothing more than that he will be Mr. Hoover's guest at the famous Bohemian Club's annual performances in the hills back of the Golden Gate. Needless to say, no meeting of two such stalwart Republican conservatives could proceed far without touching the subject closest to both. Whether it was prearranged for that purpose, no one can say. They will, of course, talk over the state of the nation and Republican strategy. But no Senator who grew up amid the works of Boies Penrose will make the blunder of urging Mr. Hoover to come back at this juncture.

The Return of Hoover

Mr. Hoover, of course, will not return to the firing-line now. That he would like another term no one seriously disputes. Mr. Hoover himself has not made the mistake of Roosevelt I and Wilson by saying he was through with running. Should the turn of events result in an unmistakable sentiment for a return to the Hoover conservative philosophy, Mr. Hoover will hear the call and respond. None of his really responsible advisers doubt it. Several of them are right here in Washington, keeping "the chief" abreast of developments. Selected clippings from the big Eastern dailies go to Palo Alto daily by special air-mail. Mr. Hoover will know to-morrow what the New York *Herald Tribune*, the New York *Times*, the Baltimore *Sun*, and other representative media of news and opinion are reporting and thinking to-day. But, despite all the perfectly natural pressure upon one in his position, he is too well advised to jump back into the fray now.

This is more than a hunch. By mail and by telegraph, Mr. Hoover keeps up a correspondence with many former coworkers here. He frequently exchanges private views with them on the development of the



"WONDER IF I GET A CODE?"
—Fitzpatrick in the St. Louis *Post-Dispatch*

Roosevelt program. He and they realize that Mr. Roosevelt is popular with the country. True, there has been some backwash from the wave which swept him into office, but not much. That was to be expected. It is perhaps not surprizing that the national capital where the Roosevelt economy ax has fallen so sharply, should be among the first cities to reflect it. In the same cinema theaters which showed small respect for the picture of Mr. Hoover in the week of March 5 there were startling bursts of applause at the sight of him in the simple pose of watching the Governor of California turn a ceremonial spadeful of earth at the beginning of the San Francisco bridge project.

Cheers for Mr. Hoover from victims of the New Deal's deflationary side, while not surprizing, when one comes to think of it, were food for thought. Mr. Roosevelt, to be sure, is still popular. If the Republican chieftains meeting with Chairman Sanders report what they see and feel, they report that the country, on the whole, likes the President.

Over wide areas there is genuine affection for him. It may not be so if the New Deal goes wrong. It probably won't be so nearly universal a year hence. No public man making positive decisions of far-reaching consequence can help treading on many toes. But all reports coming into Washington are that, on the whole, the country is "with" Mr. Roosevelt. It goes without saying that any one who started out now to discredit him before the nation would not be popular. A year hence things might be different. Mr. Hoover's closest advisers doubt that he could be persuaded to come out of retirement even then. In their opinion, he would be far stronger in 1936 if it could be said that he had bowed respectfully to the mandate of the people and had stood aside to give his successor a chance to show what he could do in the depression.

The National Recovery program is so far-reaching a thing, it cuts so deeply into the established order, that people probably will have no difficulty choosing sides in the next Presidential election.

Source of the Division

The main source of Republican factionalism lies, it appears, in the activities of some of the Hoover subordinates. The Old Guard still lives in the Republican National Committee. If not actually in control, it is close to it. It centers around Charles D. Hilles of New York, J. Henry Roraback of Connecticut, Daniel Pomeroy of New Jersey and Ralph Williams of Oregon. Practical politicians, they certainly aren't going to make any commitments now, either for or against Mr. Hoover. Their personal inclination would be to look elsewhere. They accepted Mr. Sanders for national chairman because Mr. Hoover designated him. Indeed they much preferred him to Walter Brown, the former Postmaster-General, and some of the others of the original Hoover group which defeated them at Kansas City in 1928.

Confronted with an immediately attractive candidate, they would gladly have displaced Mr. Sanders after March 4. Mr. Sanders's action in calling a meeting of his executive committee, including all these men, just before Mr. Hoover left office, made it impossible for the committee to displace Mr. Sanders without implying a slap at the retiring President. Mr. Sanders is chairman and has the power to call meetings. Only Mr. Hoover, as titular party leader, can call him off without a meeting of the national committee. This he will not do. And, except by the untried device of calling the committee together by petition of its own members, only Mr. Sanders can convene the committee. This explains the outstanding Republican divergence at the moment. It narrows down to the fact that the great majority of Republican leaders are for continuing to lie low, save in those instances where the Roosevelt Administration has obviously laid itself open to attack. They want to see more of the New Deal first. And they are talking it over as they go along.

DIOGENES.

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Neville Chamberlain and the British Empire

By P. W. Wilson

Formerly a Member of the House of Commons and New York Correspondent for the London Press

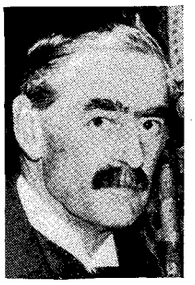
GATHERED as a World Economic Conference in a Geological Museum at South Kensington, three thousand statesmen and their attendant experts, representing every country on the earth and every point of view, have been bewildering one another and the rest of mankind. How to explain that ever-changing kaleidoscope of comprehensive chaos is a problem in itself. But if Galsworthy could revisit the scenes that he loved, he would indulge, perhaps, in "a saga." His discerning eye would follow a frock-coated Chancellor of the Exchequer, called Neville Chamberlain, as he flits hither and thither, finding things out that he never knew before and, amid events that make history, it would be a drama of dynastic domesticity that would be seen.

Thirty years ago, three great men brooded in wonder over a phenomenon unprecedented. And there had just died a fourth, the greatest of them all. Two of the four still live.

For the first time, the farflung empire of Greater Britain had been revealed to an amazed mankind. Multitudes had gazed in awe at those pageants over which Queen Victoria presided so proudly at her Jubilees, and King Edward at his Coronation.

To Elgar, England's laureate musician, the "pomp and circumstance" thundered forth a triumphal march that celebrated the "land of hope and glory." In Kipling, it inspired the profounder prayer of a solemn Recessional. To Joseph Chamberlain the vast panorama suggested commerce. Cecil Rhodes saw the future. What he proclaimed was President Roosevelt's New Deal.

To unite this ever-widening empire, by means of preferential tariffs, Chamberlain staked his stormy career. But in vain. Led by Asquith, Great Britain held to the broader conception of Adam Smith—realized by Peel and Cobden and Gladstone—that trade should be free of fetters; and assuredly the wisdom of this economic disarmament was justified by abounding imports and exports, cumulating in a truly majestic structure of world-wide credit that only trembled on its foundations when Armageddon shattered society itself.



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Chamberlain

Chamberlain had two sons. Each of the boys in turn cost the life of the mother who bore him, and for one purpose only have these half-brothers plunged into public affairs. Theirs has been the sacred duty of demonstrating that an illustrious father, in his ideal of empire, could not have erred.

It was Austen, the elder, who was given the chance. Wearing the hereditary eyeglass through which his shrewd parent scanned the universe, he made a maiden speech in the House of Commons which won from Gladstone a kindly compliment. The father's favorite rose to be Chancellor of the Exchequer, Secretary for India and Foreign Secretary. As a reward for the Pact of Locarno, he was suddenly created a Knight of the Garter.

Yet, somehow or other, Austen was better dressed than beloved. Seeking a leader to follow Balfour, the Conservatives preferred Bonar Law. In Mesopotamia—during the war—Indian troops discovered a failure in medical supplies, and Austen chivalrously shouldered the blame. Finally William Randolph Hearst detected one day that little bargain in Paris by which England traded United States cruisers for French trained reserves. Austen became impossible. He knew French too well.

Neville, the younger son, was the boy back home. To be Lord Mayor of Birmingham was the very thing for him, and it was merely as a compliment that his fellow townsmen sent him to the House of Commons. People did say of him, however, that he knew about health departments and housing and that, on clinics and city planning, he was quite good. In 1923, Stanley Baldwin took a chance and appointed Neville Chamberlain to be Chancellor of the Exchequer. The Budget was humdrum and nobody thought any more about it.

Suddenly there began to be rumors that Neville was kicking over the traces. He actually insisted on abandoning Free Trade and starting "Joe's" system of preferential tariffs. He had even persuaded Baldwin to appeal on this issue to the country. Baldwin did appeal and the Free Traders soundly beat him—which seemed to be the end forever of Neville. Baldwin's next Chancellor of the Exchequer was that ex-Liberal and neo-Tory renegade, Winston Churchill, and to the monarchs of Birmingham this was the unkindest cut of all.

In his grim way, good old "Joe," who knew about running constituencies, had said that three hard winters would be enough to bring in tariffs. It was to Neville that Providence granted this fiscal boom.

(Continued on page 28)

Drawn for The Literary Digest by Marcus

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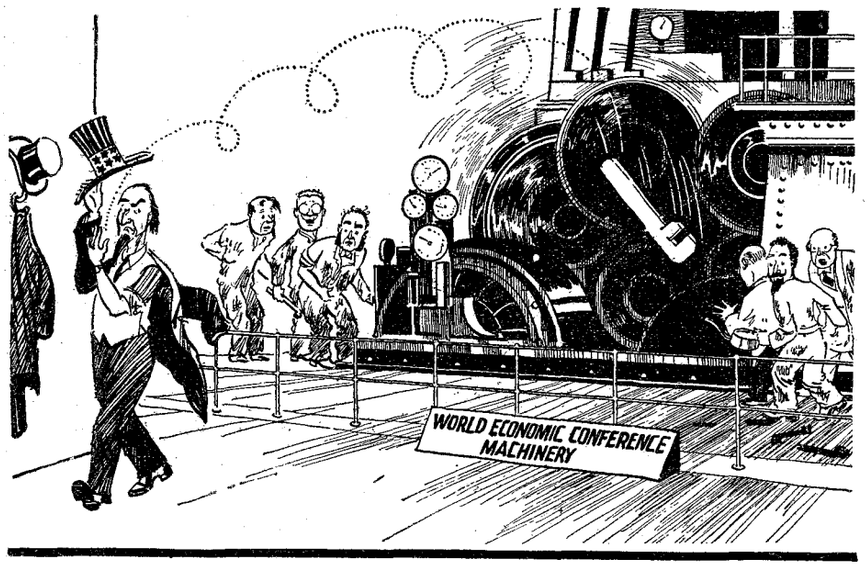
Salvage Stage of the World Economic Conference

Predictions That the World-wide Effort to End the Depression May Be Resumed in the Fall Balance Pessimism Over the Adjournment at London

THE much vaunted London conference of sixty-six nations to put an end to trade wars between the nations was forced to adjourn at the end of July, because the peacemakers found themselves more tangled up than their respective countries had been before they met.

So the conference that was to end all conferences meets its own end, the cynical say, in the most dismal failure of post-war parleys. But there are those who look for a resumption of this world-wide effort to get rid of the depression and predict that work may be begun again in October or November.



Who Is It That Always Throws a Wrench into the Works?

—*The Bulletin* (Glasgow)

To make this more practicable, attention is called to Prime Minister J. Ramsay MacDonald's belief that because the conference bureau is made up of nations and not of particular delegates, its life can easily be extended, as the governments concerned can appoint their diplomatic representatives at London to act for them.

It is safe to say that public opinion in a majority of countries at the conference, writes Edwin L. James in the New York *Times* places the lion's share of blame for the fiasco upon the United States. Nor is there any denying that the position taken by the United States at London had a great deal to do with upsetting the plans of other countries and he adds, to be fair, with blocking the discussion of matters that were generally intended to be treated.

At the same time, he maintains that the other nations showed themselves very nationalistic, and tho our way was blunter, our position fundamentally was not far different from that of many other nations, for "there was economic nationalism on all sides."

Secretary Hull's View-point

Secretary of State Cordell Hull, one of the representatives of the eight principal countries at the conference, stresses the view that the conference has not ended, but has merely started on the long persistent job necessary for the solution of international difficulties.

A British economic expert of world-wide repute, Sir Walter Layton, concedes that many people everywhere will believe that henceforth the ideal of a peaceful cooperative, interdependent world must be abandoned, and that each nation must seek its salvation by concentrating on its own resources and ignoring the outside world. But to take this attitude is to despair of civilization. The demand of the peoples for a steadily rising standard of living will in the long run drive the nations back to cooperation. Then confidently he predicts in the London *News Chronicle* that sooner or later "we shall succeed where the present conference has failed." In a brilliant contrast of the old world with the new in the present situation, he proceeds:

"The 'gold' nations are old countries, with established industries which they feel they must protect from disaster. They are, in the main, countries where the small peasant proprietor and the salaried middle-class are dominant, and where the savings of these classes are not generally invested in industry and dependent on its profits, but are lent to the State and are dependent on the value of the currency. All of them have struggled back to stability after a long period of economic adversity.

"The United States, on the other hand, is a country where industrial evolution has been extremely rapid and where an unexampled boom has been followed by a depression, the scale of which is without precedent anywhere in the world.

"No wonder that with all these differences of circumstance it has been impossible in a few weeks to formulate a common policy.

"The immediate cause of the deadlock has been the failure to agree on the part that monetary policy should play in curing the depression. The fall of prices has been greatest in the United States, and its effects have also been at their worst there largely because of the great volume of indebtedness, especially in the form of mortgages on farms and houses. On the other hand, America is not greatly dependent upon foreign trade."

A French View

In France, the Paris *Soir*, analyzing at length the "failure of the World Economic Conference," declares that the conference was needed not to reach an agreement, but to crystallize the post-war developments, that is, the economic war between Europe and the overseas nations, and this newspaper goes on:

"If we allow the depreciation of overseas currencies to continue, their rivalry will be more than ever irresistible and our reserves will be wasted. It is only a question of time until European industries will be controlled by the United States."

A "Midge-Summer" Trial

—*The South Wales Echo and Express* (Cardiff)

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Fears of Rearmament By Germany Stir London

No one, not even the German Air Ministry, seems to have actually seen the mysterious foreign airplanes which were said to have flown over Berlin some weeks ago. No one knows what was written on the anti-Nazi leaflets which are said to have been dropped. But the story serves to support a reputed demand from the "terrified population," notes the London *New Statesman and Nation*, for defense against this peril. That presumably means an air-police force, which will be the embryo of the military air force, forbidden by the Treaty of Versailles, and this weekly asks angrily:

"Are the other Powers simply going to sit still and permit Germany to rearm? The only announcement so far is that the Disarmament Conference is adjourned till October. That can mean nothing but the end of the effort to disarm, and in effect the end of the League of Nations. If disagreement was reached on every vital topic last month, will accommodation be any easier in October, when the French will be able with overwhelming force to point to rearmament as a *fait accompli* in Germany?

"A visitor from Mars or any planet less warlike than this one would say that the only sane course is for the other Powers to warn Germany that rearmament will bring upon her the sanctions of Versailles, or for all the nations to enable themselves individually to disarm by pooling their resources for their joint security. But the Governments in the League have shown in the case of Japan (whose success has been a great encouragement to Hitler) that they have never intended to make the League a reality."

"The Great Illusion"

They suffer, as Sir Norman Angell argues in his new and up-to-date edition of "The Great Illusion," from all the illusions that led up to the war of 1914. His great pamphlet remains as true and devastating as ever, but *The New Statesman* points out:

"The main difference between 1914 and 1933—a difference not fully appreciated by Sir Norman—is that the vested interests which made for war with Germany before 1914, to-day rather favor a strong anti-Communist power in Central Europe. The armament interest is only one of these, but it is significant that very friendly visits have recently been exchanged between the air interests in the two countries, and it is no close secret that German rearmament is likely to take place with British aid."

It must be clear to the world, solemnly warns the London *Saturday Review*, that the rearming of Germany in its present state of mind "would be as reasonable as providing a lunatic with lethal weapons."

Hitlerism is not merely a political movement, we are told, but "a species of fanaticism which is sweeping through the country and shrinks from no extreme."

Five Unlucky Americans In Majorca

HAVING a little fun with the hometown policeman on a jovial occasion is not rated as a particularly desperate offense in the United States. But in the famous resort island of Majorca, off the coast of Spain, it comes close to being a heinous crime.

This discovery was made to their sorrow by five Americans, one of whom is a woman, who came into collision with a Spanish Civil Guard after a party at the Palma Hotel.

The prisoners are—Rutherford Fullerton of Columbus, Ohio; Edmund Walton Blodgett of Stamford, Connecticut; Mr. and Mrs. Clinton Benedict Lockwood of Springfield, Massachusetts, and Roderick F. Mead of New York.

They were jailed on June 4, after one of their number wound up the party at the Palma Hotel by striking a member of the Spanish Civil Guard who admonished them to make less noise. Despite protests of the United States, through Ambassador Claude G. Bowers, at Madrid, the prisoners were held for weeks. The offense alleged against them involves trial by court martial, the charge being grave in the military code of Spain, involving the centuries-old Spanish system of military caste. All efforts to obtain liberty on bail for the prisoners failed, we read in a Barcelona wireless to the New York *Times*, and the Spanish Government, for political reasons it is said, shows great wariness in interfering with the Civil Guard.

The Civil Guard, as is variously noted, is the national police force of Spain. To its loyal support, very largely, the present Government owes its continuance in power.

In urging the Spanish Foreign Office to take action in the case, Ambassador Bowers told Foreign Minister Fernando de Los Rios that Mrs. Clinton B. Lockwood, the American woman who was arrested, was on the point of complete collapse and that it seemed expedient in view of the friendly relations now prevailing between Spain and the United States, to avert a serious dispute, which would undoubtedly ensue if Mrs. Lockwood collapsed.

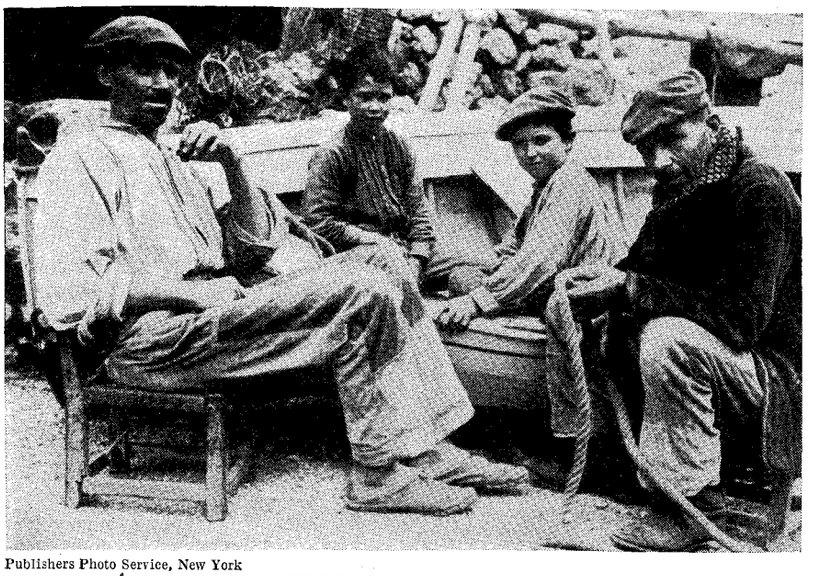
A Madrid correspondent of the New York *Times* reports that ever since her arrest Mrs. Lockwood was confined in a cell next to a demented woman, whose raving Mrs. Lockwood endured day and night until she herself was made very nervous. The jailer was not brutal, it is said, and offered in defense the statement that he had no other cell in which to put Mrs. Lockwood.

Incidentally it is pointed out that various reports indicated that should the Americans be found guilty of the charge against them, they would face a minimum sentence of between five and eight years in prison.

It is particularly emphasized that only one of the five Americans was the cause of the police being called in to quiet the party at the Palma Hotel. A relative of one of the individuals involved, Philip H. Bass of New York, who claims to be in a position to know more of the prisoners' side of the story than has come out in the newspaper reports of the happening, accurate tho they are in the main, writes to the New York *Herald Tribune* as follows:

"The others involved became so in an endeavor to protect their friend from what seems to me to have been unnecessary brutality.

"Two of the five are quite innocent of any part in the scuffle. Surely the Civil Guard could have maintained its prestige and quieted a single noisy American without striking him between the eyes and breaking his glasses and, in addition, severely beating the slight girl who tried to shield him from further blows."



Publishers Photo Service, New York

ON THE ISLAND OF MAJORCA

Fishermen in front of their cave dwellings on the Mediterranean coast near Valledemosa

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Possibilities of a Japanese-American Agreement

Just when Japan and the United States are planning to bring their navies up to full treaty strength come suggestions by Japan for an arbitration pact with America, and the Chinese, looking on, see war clouds darkening the Pacific, not so much in spite of the proposed agreement as because of it.

"Undoubtedly," declares the *China Critic* (Shanghai), "Japan is preparing to fight certain Powers, and she is carefully clearing the field so as not to be isolated as the Central Powers were during the World War." And the editor of this weekly goes on to say:

"The potential enemies of the Island Empire are Russia, whose interests conflict with hers in Northern Manchuria, the United States, whose navy has always been regarded as a menace to Japan's existence, and Great Britain, whose influence in the Yangtze Valley may sooner or later be wiped out by Japan's growing influence in China, and whose naval base at Singapore will always remain a thorn in the side of the Japanese.

"Until lately, Japan boasted of being able to defeat Russia and the United States at one and the same time, but even the most sanguine Japanese jingoes see the fate that must await them if they fight the United States and Great Britain at one and the same time. It is therefore the part of discretion to fight them separately.

"Recent changes in international politics have caused Japan to drift more and more from the British, and the trade inroads made by Japan in the Pacific and the Indian Ocean have helped to widen the gap. Japan, in spite of herself, is turning a flirtatious eye toward America, particularly as the differences between America and England on the question of war debts are giving the Japanese a heaven-sent opportunity. For Japan to conclude an arbitration treaty with America would be a master stroke of diplomacy."

So Japan just didn't go back one day—and will probably regret it when he grows up a bit more

—*The Bulletin* (Glasgow)

As seen by Japanese editors, the treaty, which they understand is soon to be proposed by Viscount Kikujiro Ishii, in negotiations with Secretary of State Cordell Hull, has no such Machiavellian purpose as the Chinese editor suggests, but, on the contrary, will "negate a clash between America and Japan." It is a much-needed treaty, thinks the Tokyo *Asahi*, which observes:

"Since the outbreak of the Manchurian affair, relations between Japan and the United States have not been satisfactory. For much of the trouble the so-called Stimson policy is responsible. Now that the Roosevelt Administration has come into office, an improvement may be expected."

It will have a still further advantage according to this daily:

"The world will come to know Japan's true intentions. Withdrawal from the League of Nations has created an impression that Japan is bent on cutting itself off from the rest of the world. Such misgivings about us will be dissipated."

A British Tribute to Morgan

A tendency to believe the worst of men in public life is not exclusive to Americans. But it showed itself most unfortunately, thinks the London *Times*, when the United States Senate was making its inquiry into the banking activities of the House of Morgan. No such misguided emotion was felt in Britain and Europe, according to this daily, especially in view of the service rendered by Mr. Morgan in the war years, and it adds:

"Outside the United States, and particularly in the countries allied during the World War, there are a thousand reasons for the friendliest consideration of all that affects the great house whose services to the entente are so recent, so honorable and so distinguished.

"It has been said, but too little remembered, that the victories of the war were gained as often in the counting-house as on the field of battle. This is true, as also it is true that without the willingness to help, the integrity and the confident resolution of Mr. Morgan and his associates, much that was accomplished by the treasuries in those desperate years could hardly have been undertaken.

"The memory of these services will not fade on this side of the Atlantic. In Britain and Europe there can thus be no temptation to assume, as indeed there is no shred of evidence to suggest, that the good faith of the House of Morgan in its relations with its Government and its clients is in question."

Detouring the Upper Nile

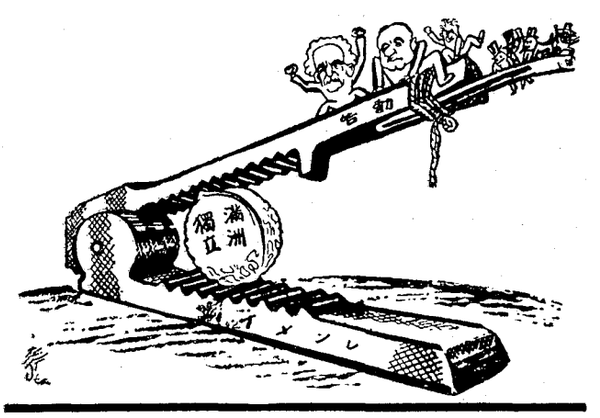
Modern Egypt plans to match the Pyramids of the Pharaohs with a project no less stupendous—the detouring of the Upper Nile for 400 miles.

At first glance, according to Cairo correspondence of the Associated Press, the purpose seems to be to avoid the swamps of the lower Sudan. Actually, however, it is to dodge the sun and bring the tropical downpours of Central Africa 2,000 miles to the north to double Egypt's arable land.

The present trouble is that in the Sudan swamps evaporation is so great that only 400 cubic meters of water a second can flow. The proposed new channel must be narrow, diminishing the exposed surface.

The detour, it is suggested, will start at Lake Albert in Uganda, where a dam will be built.

Of two proposed routes from that point, one would use the generally dry Vevano River channel. It is also proposed to drive a narrow, deep, stoutly embanked canal through the swamps. The project will cost more than $150,000,000.



JAPANESE SARCASM

"Geneva vainly tried to crush independent Manchukuo"

—*Asahigraph* (Tokyo)

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Scientific Taming of the Father of Waters Begins

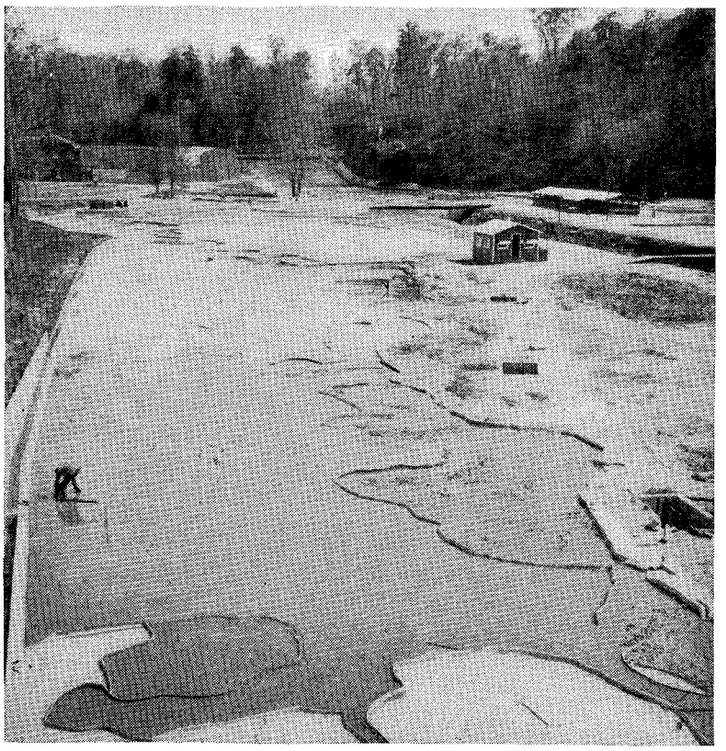
Experiments Conducted at the Vicksburg Laboratory Aim at Control of the Tortuous Channel of the Mississippi and Increase of Its Hydraulic Efficiency

CAN the Mississippi, river of whims and passions, be made to stay within its course through low water and flood?

The safety of thousands of lives and millions in property depend on the answer to this question. The Mississippi has always been an unmanageable river, and undoubtedly will continue to be unless the new program of scientific control, which took definite form last summer under the leadership of Gen. H. B. Ferguson, president of the Mississippi River Commission, accomplishes the task for which Congress appropriated $325,000,000 following the disastrous flood of 1927.

Control of the Mississippi presents a formidable problem for two main reasons. First, its fall from Cairo, Illinois, to the Gulf of Mexico at New Orleans, is very slight. Throughout that distance it passes over a silt delta of its own making, in a meandering channel that is constantly changing under the wearing action of the current.

Second, the amount of water flowing in the channel is exceedingly variable, ranging from 100,000 cubic feet per second at low water to more than 2,000,000 feet per second in high floods. In flood times the river completely overwhelms its meandering low-water course and spreads out over the delta until it is stopped on either side by the levees. In floods the water often rises from forty to sixty feet above low-water level.



Courtesy *Engineering News-Record*

Vicksburg Model of the Mississippi River Bed

A River of Many Windings

Due to its wandering channel the river is what engineers call an inefficient hydraulic conduit. Considered merely as an agency for carrying a certain quantity of water to the ocean, the Mississippi falls considerably short of perfection. Each twist in the stream acts as a partial dam to the flow; the cumulative effect is to slow down the passage of water and hence to invite flood conditions.

Curiously enough, river control practise in the past has been to maintain these tortuous windings at all costs, and to prevent the river from breaking through from one loop to another wherever possible. This has been done on the theory, unsupported by any data other than tradition, that the meanderings were necessary to regulate the rate of flow, and that even if the river were straightened out it would automatically assume its curves again by virtue of forces which the engineers of the period before 1917 did not undertake to explain.

As a matter of fact, in spite of the best efforts to keep it in its course, the river was continually changing its channel, as surveys for the last century show. Moreover, as seen from an airplane, the ground surface of the banks, often for miles back from the river, is marked by an infinity of curved furrows and lines of vegetation. According to a writer in *Engineering News-Record* (New York), these are the locations of old bank lines, and show that the river has worked over every foot of ground within a wide area. All along the river's course, sometimes a few hundred or a few thousand feet away, but frequently forty or fifty miles back in the basins, are found hundreds of oxbow lakes, remains of former sections of the riverbed.

The Experimental Station

Obviously, economy of control depends upon fixing the channel, and also upon increasing its hydraulic efficiency in order that high water will be carried off rapidly. When Army engineers undertook this Herculean task following the flood of 1927, they found that the only guide to control of the river consisted of a mass of opinion and tradition, together with a number of untested theories as to what goes on among the many currents and crosscurrents of the Mississippi.

Up to that time, in fact, there was no source of technical or experimental data useful in deciding how to control the river. To remedy this, the largest and most elaborate program of broad stream hydraulic research ever undertaken was launched at Vicksburg, Mississippi, where a hydraulic laboratory officially designated as the U. S. Waterways Experiment Station was established in 1929.

At the Vicksburg station the Father of Waters was figuratively taken apart in the laboratory and analyzed. This was accomplished by building a number of scale models of the various parts of the river where control operations appeared necessary. Through these miniature Mississippis poured turbulent experimental waters, building sand bars, cutting new channels, flooding and devastating in exactly the same manner as their huge counterpart.

After the true behavior of the river's uncontrolled currents had been studied, experimental control operations were tested. The old theory that it is dangerous to allow cut-offs in the Mississippi's innumerable loops was put to the test—and it failed to stand up under laboratory analysis. It was discovered, among many other things, that in some places cut-offs would be highly advantageous, both in stabilizing the channel and in hastening the flow of water.

As an immediate result of this work one cut-off which the river was trying to make for itself at Yucatan Bend, below Vicksburg, was allowed to take place, though under the former technique of control it would have been prevented. In addition, four cut-offs to be made with the aid of dredges have been decided upon by the Mississippi River Commission and the Army engineers. One of these, at Diamond Point, was opened in January of this year, and recently two others were cut through.

So far the disastrous reaction of the river to this artificial tampering with its ancient

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prerogative, as forecast by the older school of control engineering, has failed to appear. Instead, the river has behaved substantially as predicted by the laboratory men at Vicksburg. The success of these preliminary efforts has given confidence in the laboratory method of studying rivers. It is a remarkable demonstration of the precision and care with which the models of the river were made to reflect actual conditions.

The technique of studying rivers, harbors and other natural hydraulic phenomena by means of models has been used for some time in Europe on a relatively small scale. It has also been of great aid in this country in establishing conditions in streams and predicting the effect of contemplated control methods and improvements.

Such problems, however difficult, were relatively simple beside those facing the engineers at Vicksburg. The very magnitude of the Mississippi multiplies the complexities of the problem. Obviously, in reducing the dimensions of the river to the size of a scale model 500 feet or so in length, some factors can not be diminished in proportion to others.

Exactitude of Models

Among these unmanageable factors are the density and viscosity of the water and the size, shape, cohesion and density of the bank and bank materials. In addition, the forces of gravity, friction, surface tension and barometric pressure can not be reduced or modified. To get a true working model of the river it is necessary therefore to make carefully calculated distortions in the parts of the apparatus that are amenable to reduction. The process of building such models requires exactitude, for the slightest deviation from the true conditions of the river would produce errors of great importance in the results.

A river such as the Mississippi has at least three main currents: ground current, middle current and surface current, all flowing at different rates. One of the primary problems is to study the relative speeds of these currents, and the nature and amount of sediment they carry. This can not always be accomplished in model experiments through the use of sand or gravel because of the smaller forces of the currents in the model. It has often been necessary to find substitutes for river sediment.

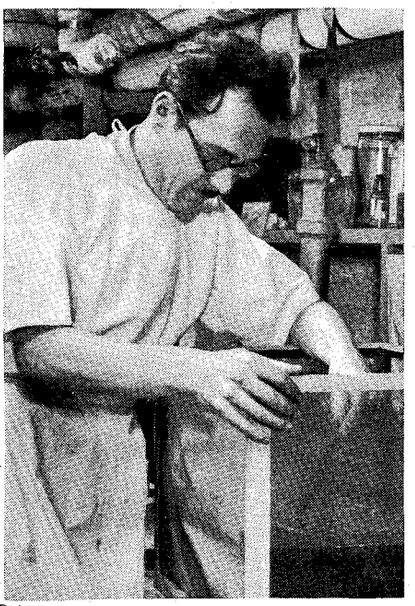
One of the most successful materials for simulating the movement of gravel along the bottom, according to *The Engineering News-Record*, is oats. "Sandbars" of oat grains in a test model show where a real bar will form in the river.

Established primarily for work in connection with Mississippi flood and channel control, the experimental station at Vicksburg has also made studies of river, harbor and shore protection problems in other jurisdictions of the Army engineers. As the value of this method as applied to the Mississippi receives further demonstration, it is to be expected that many other important waterway problems of the country will receive the attention of this unique laboratory.

Relief From Skin Afflictions in a Fish Tank?

Chronic skin ailments are difficult to treat, often because the cause is obscure, the microbe hardy and the disease partly a symptom of complicated organic or nervous disturbances. In the United States to-day there are hundreds of thousands so afflicted.

This helps to account for the rush of more than 5,000 skin sufferers to—of all places—the New York Aquarium, following publication of news that water had been found in a tropical fish tank which apparently had power to heal dermatitis. Aquarium officials were obliged, of course, to refuse treatments, explaining that the institution was not a clinic. They also had to explain that the



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GERMICIDAL TANK AND GUARDIAN

Aquarium Curator C. W. Coates examining water containing the bacteriophage

properties of the water had nothing to do with fish. It was an accident that the material was found in an aquarium.

The tank water exhibited curative power because it contained bacteriophage—ultramicroscopic particles, possibly living organisms, that destroy and dissolve bacteria. The bacteriophage was discovered when staff members noticed that this particular tank did not accumulate quantities of bacteria as most fish containers do. C. W. Coates, curator of tropical fish, experimented with the bacteriophage with the idea of transplanting it to other fish tanks, but it resisted transplantation.

Mr. Coates discovered accidentally that cuts and slight skin infections healed quickly after coming in contact with the water. Later, volunteers with stubborn skin afflictions tried it. Several physicians and hospitals are also working with the material to see if it can be propagated and made useful in skin clinics.

Despite the interest the bacteriophage has aroused, medical men are somewhat skeptical. The idea that bacteriophage might be used to combat disease is not new. Other strains of bacteriophage have been used for treatment, largely in an experimental way, often with disappointing results.

Tho the existence of bacteriophage was discovered as long ago as 1915, by Dr. F. W. Twort, virtually nothing is known about it. The substance was named bacteriophage, or "bacteria eater," in 1918 by Prof. F. d'Herelle. His theory was that bacteriophage particles are tiny creatures, ultra-microscopic in size, able to prey upon microbes even as some of the latter prey on animals.

Another theory is that bacteriophage consists of reproducible, destructive enzymes or ferments, perhaps generated by the bacteria itself. A great amount of research expended on this mystery has failed so far to produce conclusive proof for either view.

The scantiness of our knowledge of bacteriophage is largely due to the enormous difficulty of research. Bacteriophage can not be studied by direct observation. The solid particles of the material are so tiny that no microscope in existence can make them visible. It is probable that the individual units—whether living creatures or chemical compounds, are about one five-millionth of an inch in diameter. A single molecule of hemoglobin, the substance which gives the blood its red color, is about the same size. The large molecules of various kinds of proteins, the "building blocks" of living matter, are also of approximately the same magnitude.

The smallness of bacteriophage particles, in fact, is one of the strongest arguments for the theory that they are non-living, since it is hard for biologists to believe the existence of any living organism with a body consisting at most of a few dozen molecules. Nevertheless, some of the "viruses" that cause many common diseases, including smallpox and parrot fever, approach the bacteriophage in smallness, yet display many characteristics of living organisms.

Bacteriophage, like the virus organisms, can pass unharmed through the finest porcelain or clay laboratory filters. A solution containing bacteriophage may be as clear and colorless as distilled water, yet so powerful that even when diluted 1,000,000 times it will still be an effective germicidal agent.

A peculiarity of bacteriophage is its extreme sensitivity to chemical and physical changes. Transplanting from one vessel to another, even when conditions in both are as near alike as science can make them, often results in "killing" it. This is one of the obstacles that hinders clinical use of bacteriophage strains.

Various considerations make it seem unlikely that a panacea for skin disease has been discovered in the fish tank at the Aquarium, but this bacteriophage, even if no practicable medical uses can be found, is interesting from a scientific point of view because it appears to be "polyvalent," or able to attack many different kinds of bacteria. Most bacteriophage is selective in its action; that is, it is capable of attacking only one specific kind of bacteria.

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Hunting Bird Songs With a Sound Camera

IT took modern engineering and science to capture the songs of birds where the musical and imitative arts had failed.

Bird songs are among the most elusive of melodies. Musicians have often tried to write them down, but most birds do not sing in the man-made scale. Their notes are usually not whole or half tones, but may be quarter tones or other fractions. Even the most expert whistlers are unable to imitate the subtleties of wild bird songs to the satisfaction of ornithologists.

The apparatus which has first successfully recorded bird melodies was devised under the direction of Albert R. Brand, Associate in Ornithology, American Museum of Natural History, New York. It passed its initial satisfactory test at Forest Lake, near White Plains, New York, where the first feathered performer to have its voice recorded was a pied-billed grebe or hell-diver. He proved to have an excellent voice which recorded beautifully.

Mr. Brand's machine is essentially an adaptation of the equipment used in recording the human voice in talking-picture studios. Despite the near perfection to which this apparatus has been brought adapting it for recording the erratic and faint notes of birds, which often do their singing some distance from the microphone, was no easy task. Many unusuccessful attempts were made before the trick was finally turned.

How the Notes are Caught

The general engineering aspects of the apparatus are relatively simple. The microphone is placed in the woods, as near to the singing perch of a bird as it is possible to get without alarming him. When the bird sings he sends forth sound vibrations, which are caught by the microphone and transformed into electrical vibrations.

These vibrations are extremely minute and must be amplified or magnified before they can be used. The major part of this amplification is done by apparatus carried in a truck, to which the field microphone is connected by a long flexible cable. In the truck the vibrations, after amplification, are conducted to a glow-lamp, the piece of equipment which is really the heart of the apparatus, for this device transforms the electrical vibrations into pulsations of light.

The glow-lamp is fitted into a metal tube which leads into the light-tight compartment of the sound camera. There is a slit .001 of an inch wide through which the light is allowed to shine upon a strip of rapidly moving film. Each second the apparatus is in operation eighteen inches of film pass the aperature and are exposed by the flickering light of the glow-lamp.

In appearance the sound camera is quite like an ordinary motion-picture camera. At the top there is a magazine containing two compartments. The first of these holds the unexposed film, the second carries the exposed but undeveloped record of the sound. Moving from one compartment to the other, the film is carried past the slit, where the flickerings of the glow-lamp are recorded on its sensitized surface.

Later, in the laboratory, the exposed film is developed in the same manner as motion-picture film, and prints are made from the negative. A print is then run through the same kind of machine as is used in motion-picture houses, and the song of the bird is reproduced by a process the reverse of that by which it was recorded.

First Attempt to Record

Simple as all of this sounds, the apparatus needed considerable ironing out before it produced successful results in the field. In *Natural History*, official journal of the American Museum, Mr. Brand tells the story of his first attempt to record bird songs with the machine:

Photo by William Vogt

FOCUSING THE SOUND MIRROR

A. R. Brand preparing to conduct his bird-song experiment

"We left the city before dawn, and recorded several hundred feet of film. The location was a swampy pond on a back road. It was an especially "birdy" spot. There were song sparrows singing, and we hoped we had caught their roundelay. This would be an excellent test.

"We rushed the film to the development laboratory, and before evening heard the results. There was nary a suggestion of a song sparrow's song—just a chorus of spring peepers and bullfrogs—none too faithful at that—and the occasional barking of a farm dog, the crowing of a cock, and the warning whistle of a railroad train as it approached a crossing in a valley some miles away."

The apparatus has now been fully tamed and controlled, and it records bird songs so sharp and clear that they can be made into phonograph records.

The final triumph in perfecting the machine was the application of a "sound mirror" to the microphone assembly. This device consists of a parabolic reflector about three feet in diameter, with the microphone mounted at the focus, facing the mirror.

The sound-waves coming from the object on which the mirror is directed are reflected from its curved walls to a point near the center, where the microphone catches them. By this means the sound is concentrated and magnified more than twenty times before it enters the microphone, making it possible to catch the songs of birds at a much greater distance. Moreover, the reflector tends to exclude unwanted background noises. There is a sighting device attached, similar to a gun-sight.

The longest shot ever taken with the apparatus was during the recording of the song of a common oriole. The truck was 250 feet from the microphone, and the microphone and mirror were at least another 100 yards from the bird. At that distance it was hard to distinguish the bird through the mirror sight, yet the sound picture was completely satisfactory.

The Chemistry of Sound

Intense sound kills bacteria in milk, water, fruit-juices, and other liquids in a fraction of a second.

It has now been found that many profound chemical changes can be produced by sound, some of which seem to explain the bactericidal action.

The sounds are well within the range detectable by the human ear. In fact, one of the types of apparatus used is a modification of a horn used in underwater signaling and depth-finding by submarines and other vessels, which gives a pitch about two octaves above middle C on the piano. With other apparatus higher pitches have been used to produce these effects.

Interesting recent experiments along these lines have been made by Earl W. Flosdorf and Leslie A. Chambers of the University of Pennsylvania. Here are some of the curious results made public in a report to the American Chemical Society:

Proteins, such as albumin and casein, are coagulated at room temperature, the coagulation beginning instantly. In fact, a hen's egg treated in this fashion for a few minutes at room temperature appears to have been soft-boiled.

Acetic acid, the acid in ordinary vinegar, is obtained from ethyl acetate, a substance chemically somewhat similar to fats. Various vegetable oils have been cracked, producing acetylene gas and other substances. It is even possible that certain hydrocarbons present in ordinary gasoline may be cracked to a very slight extent.

Glucose (grape sugar) can be obtained in small degree from starch and in larger quantities from ordinary cane-sugar. This is similar to the results obtained by other investigators in the supersonic range.

From a water solution of ordinary table salt the dissolved oxygen yields free chlorin gas in solution, hypochlorites (similar to bleaching powder) and chlorates (used in fireworks). At the same time the solution becomes somewhat alkaline.

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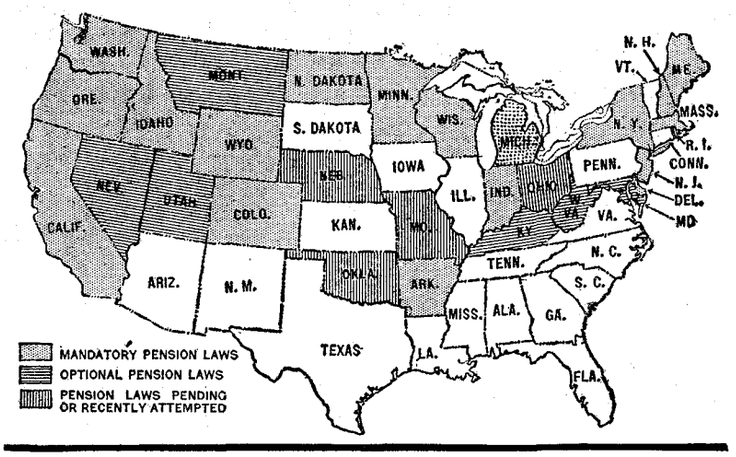
Pensions Instead of the Poorhouse Under New Code

Battle for Old-Age Relief Legislation in Every State Is Now Half Won, With 12,000 Living on Monthly Allowances from Public Funds

FROM stage triumphs in the capitals of Europe and America she had come to a cellar on the East Side, and was scrubbing floors for a living.

Then one day, in her seventy-third year, she inquired if she were eligible for one of those pensions which the newspapers said New York State had voted for old people.

When the investigator had checked her records and told her she certainly was eligible, not only for a rent allowance, but also for sufficient to live on, she was incredulous.



No, she wouldn't have to scrub floors any more. They calculated her budget for rent, food, clothes, and other necessities. She danced out of the damp cellar in which she had been living into a sunnier room provided for her.

Had she applied for relief five years before she would have been sent over the hill to the poorhouse. Now, under the new welfare code, as George W. Gray recites the story in the New York *Herald Tribune* Magazine, she lives her own life on a pension which averages (according to its sponsors) $13 a month less than the poorhouse per capita expense.

To-day, says Mr. Gray, more than 12,000 citizens of seventy years and over are living on monthly stipends allotted from public funds. Twenty-five States have enacted old-age pension laws. They are Arizona, California, Colorado, Delaware, Idaho, Indiana, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Montana, Nebraska, Nevada, New Hampshire, New Jersey, New York, North Dakota, Oregon, Utah, Washington, West Virginia, Wisconsin, and Wyoming.

The idea back of the old-age pension, says Mr. Gray, is to provide some assurance for the citizen who has reached the unproductive years and who otherwise would have to resort to begging or the almshouse. It is expected ultimately to displace the poorhouse altogether.

And wherever it has become law, we read:

"The pension has enabled old couples to remain together. It has prevented homes from being broken up. It has allowed people to order their own domestic affairs with privacy and self-respect, and, above all else in their eyes, to escape the stigma of residence in the poorhouse.

"Its advocates claim that along with this it has saved the public money—that the cash outlay in a pension is less than the per capita cost of maintaining the aged in almshouses."

Gratified that the battle for old-age relief legislation in every State is now "half won," the American Association for Old Age Security, with offices in New York, has decided to extend its activities to the entire field of social insurance. It will campaign for a series of laws for protection against unemployment, sickness, and indigence, it was announced by Abraham Epstein, executive secretary, at its sixth national conference, recently held in New York.

Because of its increased scope, the organization will hereafter be called the American Association for Social Security, Inc. When the original association was organized in 1927, it was pointed out, only four States had pension laws affecting 1,000 persons. Now 100,000 aged people are assisted by the laws of twenty-five States, covering a population of 55,472,000.

The old-age pension laws in existence to-day, however, "can at best give security only to persons sixty-five years of age or over," the official statement points out. Yet, we read:

"Hundreds of thousands of persons are left helpless before that age through the ravages of sickness, because of unemployment and the discrimination against the hiring of older workers.

"Unless provision is made against these other hazards of modern life, the old-age pension laws can not fulfil their true function. Only a comprehensive system of social insurance providing against the risks of old-age dependency, unemployment, and sickness can adequately provide security for the American workers."

Eight State investigating commissions have declared in favor of some form of unemployment protection in New York, Massachusetts, New Jersey, Ohio, Pennsylvania, Rhode Island, California, and Connecticut.

In commending the progress of old-age aid this year, the Brooklyn *Eagle* remarks that it "reveals an increasing sense of the needs of a class of persons particularly at the mercy of adversity. Fellow-feeling has apparently grown more acute with regard to this class."

For Easier Divorce

Divorce by consent should be legalized, says a savant, because most people are in favor of it, and because, anyway, it has been practised since at least 1887. Prof. Charles R. Metzger of the University of Indiana takes much for granted unless he has actually made a thorough investigation of all the causes of all the divorces during the last forty-six years, which to some commentators seems doubtful. As others see it, an uncontested divorce does not necessarily mean, as the professor seems to assume, that it is the result of collusion.

Acme

Chas. R. Metzger

But Professor Metzger goes ahead to say that "the feeling prevails that the time has come when divorce by mutual consent should be considered dispassionately with the idea of modifying laws to conform with the customs of the people." He was participating in a symposium on "The Family," sponsored by the American Sociological Society and the Society for Social Research, meeting with the American Association for the Advancement of Science in Chicago.

Divorce by mutual consent, maintains Professor Metzger, would facilitate termination of the marriage contract for people who can not be reconciled, and it would do away with much of the stigma that now attaches to divorced persons. It would help them maintain a friendly spirit which would be beneficial in case children were involved. Legalizing of such divorces would also "end much subterfuge and perjury now prevalent in every divorce court in the United States." His idea, says Professor Metzger, has nothing to do with "companionate" or "trial"

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marriages, tho some might hold that the difference is only in the terminology.

Professor Metzger believes "approximately half of the adult population of the United States do not feel the restraining influence of religion" with regard to divorce, and that there is "a more tolerant, liberal attitude toward divorce in most religious denominations."

This is true to the extent at least that some of the denominations have lifted the ban against the remarriage of the innocent party to a divorce. At the same time there is what amounts to a concerted movement to meet the problem by pre-marital courses of instruction.

Agreeing that "daily the nation's courts are the scenes of collusive divorce actions," the New York *World-Telegram* says that "to many this degradation of justice and its processes is necessary for the fulfilment of the strict letter of a moral law established when customs were different and the power of authority more uncompromising." The result is "institutionalized perjury," and, says *The World-Telegram*, "it is time to eradicate this deeply harmful hypocrisy by the establishment of a rational and uniform system of divorce laws based upon the beliefs and practises of the vast majority of the American people seeking or contemplating divorce actions."

But, says the Jersey *Journal*, "it does not seem to occur to the professor that in many cases divorces are not contested because the defendant hasn't the money to hire a lawyer skilled enough to present an adequate case, or because the defendant feels sure of losing the case anyway because of the evidence, or has objections to 'washing dirty linen in public,' or because the defendant simply doesn't know about the case, having been served by publication and not having read the right newspapers. It is undoubtedly true that collusion often creeps into divorce cases," concedes *The Journal*, "but it is a broad statement to say that divorce by mutual consent has been the general practise in the United States for nearly fifty years and ought to be legalized."

Bibles Going Back to Boers

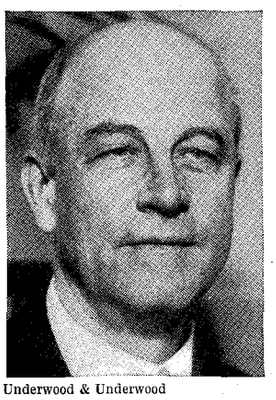
When Tommy Atkins was fighting in South Africa during the Boer War he collected family Bibles of the Boers as mementoes of his unpleasant visit. Several thousand found their way to England, and for a long time decorated English parlor tables.

For several years now the British Quakers have been tracing these Bibles and returning them to their original owners or their children. This odd adventure into amity is now nearing completion, and Tommy Atkins is only too glad to do his part.

"The generous peace which England made with the Boers," comments the Cleveland *Plain Dealer*, "is a lighthouse on the sea of international strife. Now, many years later, the return of the Bibles adds a complementary gesture of graciousness which is altogether characteristic of the Friends."

End of the Illicit Drug Traffic Now in Sight

International control of the traffic in narcotics went into effect on July 9, and on the following day President Roosevelt proclaimed the convention — ratified by thirty-eight countries — under which the manufacture and distribution of narcotic drugs are regulated by the League of Nations. As a United Press dispatch—quoted in THE LITERARY DIGEST April 22—remarked, the ratification of this agreement creates a precedent in international affairs "because it constitutes an infringement upon the national sovereignty of each of the ratifying governments, thus representing the sacrifice of national pride to curtail the narcotic traffic."

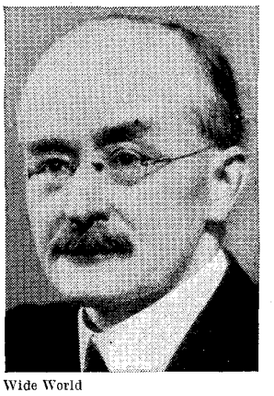


Underwood & Underwood

Capt. Richmond P. Hobson

Acme

Herbert L. May



Wide World

Sir Malcolm Delavigne

Sir Malcolm Delavigne of Great Britain is chairman of a supervisory body of eight appointed by the League of Nations to examine the estimates of medical and scientific needs submitted by each country. Herbert L. May of New York is the American member. On the basis of the estimates submitted, the supervisory board will dictate how much each nation may produce for the next year. Production and distribution will be limited strictly to the world's actual medical and scientific needs.

In New York the World Narcotic Defense Association celebrated the event with speeches and a radio broadcast. Capt. Richmond Pearson Hobson, Spanish-American War hero, president of the association and an untiring worker for regulation of the drug traffic, described the convention as placing "in operation the majestic power of law of the civilized world to strike down the illicit narcotic drug traffic—modern pirates who are preying on all mankind. The rising tide of narcotic addiction," he continued, "menaces the very foundation of modern civilization. The narcotic drug racket, since the breaking out of the World War, has been based on the chemical industries of Europe, which are manufacturing many times the amount of high-powered drugs required for the world's legitimate needs."

Captain Hobson went on to point out that America can not fulfil her duties under the convention "until the full police power of our people is brought to bear. This necessitates harmonious action by our several States, and we appeal to American citizens to hasten the enactment of the uniform State law submitted by the American Bar Association and now pending before all legislatures."

Reciting that in his court alone, during 1932, 1,088 men and 100 women had been arraigned for possessing or selling narcotics, Chief Justice Frederic Kernochan of the New York Court of Special Sessions said that two efforts to find a cure for addicts had failed. "There is only one possible solution of this problem, and that solution is now in sight," he remarked. "The production of these drugs must be controlled, for the surplus is what gets into the hands of the criminal dealer."

Messages of congratulation on "the wonderful achievement" came from President Roosevelt and several legations in Washington.

Nicaragua was the first to sign the convention, on March 16, 1932. The United States was next, and two weeks later Peru, Portugal, and Persia signed. These four nations were, respectively, the first in North America, South America, Europe, and Asia to ratify.

Among the signatories are six large manufacturing nations — the United States, Great Britain, Turkey, Germany, Switzerland, and France. The Netherlands and Japan, the two remaining in the category of large manufacturing nations, have not yet signed the compact.

When it is remembered that the dope addicts in this country are estimated at 120,000, that the number throughout the world is many times as large and that the traffickers are constantly building up new sources of demand, even among school children, the benefit of this international agreement can not be exaggerated. Its success will depend largely, of course, upon the supervisory body. It will depend also in large measure on the degree of cooperation afforded by the nations which, after thirty years of struggle, have agreed to end one of the most insidious perils to mankind.

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Endeavorers for Peace Renew Their Vow

Marching to the tune of "Onward Christian Soldiers," several thousand alert-eyed, smooth-browed representatives of "the world's greatest youth movement" recently awakened Milwaukee to the realization that here was another type of "flaming youth." They were in the city of breweries not for pleasure, but on the business of their Master. They were delegates to the convention of the Young People's Society of Christian Endeavor, whose membership is estimated at 4,000,000, with 80,000 branches, representing more than 80 denominations in 105 countries, dominions and island groups. Mrs. Francis E. Clark, of Boston, eighty-two-year-old cofounder of the movement, was the guest of honor.

International

A LIVING CROSS

Delegates to the Christian Endeavor convention in Milwaukee taking part in a parade of youth

The convention reached its climax in a discussion of world peace and of how this interracial, international and interdenominational army of youth can foster friendlier feeling among the nations. On the urging of their leaders, they decided to "adopt a crusading determination that war shall be eradicated" and to place a serious study of international relationships on their Endeavor Society programs. Peace their passion, they cheered a cable sent to the convention by Arthur Henderson, British Labor leader and chairman of the World Disarmament Conference, asking their aid for the crusade against militarism and war.

"At present the peoples of the world are face to face with a grave crisis," cabled the labor leader who sacrificed a son in the World War and has not yet seen that sacrifice made good. "Their leaders must soon make decisions which involve the issue of future peace or war.

"At such a moment organized public opinion has great power for good or evil. A heavy responsibility lies, therefore, upon those who can lead public opinion in the right ways of thought. I hope the churches throughout the world will seize this opportunity to lead the people along the path of peace.

"Above all, I would appeal to the Christian youth of your great new continent to make here and now a resolution that they will never weary until they have wiped out forever the crime and scourge of war."

With that cry ringing in their ears, the young Endeavorers returned to their homes in the forty-eight States, Canada and several foreign countries, determined to renew their vow for "fellowship with Christ's people on earth."

Dr. Daniel A. Poling of New York was reelected president of the society, and all the other major officers were also reelected.

A Litany for the Farmer

From low prices and industrialism, from mechanization and dehumanizing influence, good Lord, preserve them. It is the litany of Catholic Bishops on behalf of the American farmer. For the man who tills the soil, they believe, is of the salt of the earth. They subscribe to the ancient tenet that a strong rural population is the backbone of the country, and they would preserve the farmer in his time-honored independence. It is their solution of the problems of American agriculture, which they presented to Pope Pius XI on a recent visit to Rome and the Vatican City.

The statement is signed by Archbishop McNicholas of Cincinnati, and by Bishops Hartley of Columbus, Ohio; Chartrand of Indianapolis, Schrembs of Cleveland, Gallagher of Detroit, Howard of Covington, Kentucky; Smith of Nashville, Tennessee; Noll of Fort Wayne, Indiana, and Alter of Toledo, Ohio. According to an Associated Press dispatch, the Pope and the Archbishop discussed the situation in detail. The statement sets forth that the farmer must have better prices to live and better living conditions. Reform is principally needed not in the exchange, distribution and consumption of goods, but in the whole viewpoint of production and wealth.

Industrialization of American agriculture and corporate farming are condemned, and small holdings and individual ownership are commended. The Bishops oppose mechanizing and dehumanizing farm life and the application to agriculture of the efficiency programs of industrial systems. They would multiply local needs for goods and services and have each community served by its own members to far greater extent. They favor giving unemployed an opportunity to gain a livelihood from the soil.

They hold that a God-fearing and truly religious farm population and a strong religious rural class are the best safeguards for the peace of the world and effective guaranties of popular liberty.

"Not necessarily do we look to professional economists for words of wisdom concerning economic subjects," comments the Columbus *Ohio State Journal*. "Frequently the men who carry the Light of the World to the masses and the classes delve deeper and hit their target more surely than the technical men of graphs and figures."

Another Great Philanthropy

To the long list of American philanthropies another is added. It is the fund established by the will of Horace H. Rackham, a Detroit attorney, one of the original stockholders of the Ford Motor Company, which is expected during the next twenty-five years to make $30,000,000 available for the relief of human need.

Little, it seems, lay beyond the scope of Mr. Rackham's vision. The will is so drawn as to leave to the interpretation of the trustees the wants they may alleviate and the good they may promote. The wide range to be covered is expressed thus:

"Public, civic, social and general welfare; better rural and urban living and working conditions; the inculcation of thrift, industry, frugality, temperance, self-reliance, good citizenship and the other cardinal virtues, particularly among the young; the care of the sick, aged and helpless; wholesome recreation for the people; the establishment, ownership, operation, maintenance and assistance of charitable, educational, benevolent, scientific, religious and other public activities and institutions already or hereafter established; and study, research and publication."

The largest of the special gifts named in the will is $100,000 to the University of Michigan, to be used for loans or gifts to deserving students. The founder wished this aid granted to students who give promise by their ability and character of being able early after graduation to take positions of responsibility and trust. Thus, while seeking to alleviate the immediate wants of the community, the founder desired also to help the promising so that they, in their turn, could give their ability and energies for the public good.

While Michigan has first claim to the benefits of the fund, the world at large is not excluded from them.

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Joseph Urban, a Man of Many Talents

The Death of the Austrian-born Artist Moves Americans to Take Inventory of His Contributions to Their Stage, Architecture, and Theories of Design

A PORTLY, almost Rabelaisian figure, who "looked like a Viennese viveur of that agreeable Edwardian era," shook the dust of his native city from his feet, and "did more than any other man to revolutionize the American sense of design."

This, as his portrait is drawn in the New York *Herald Tribune*, was Joseph Urban, who died June 10 at the age of sixty-one.

The portraitist continues in revealing his subject both outwardly and spiritually:

"His immense girth, his habit of smoking innumerable Turkish cigarettes of the best possible quality, his passion for caviar and white wine, were mere exterior traits, a kind of screen behind which operated a driving energy so tremendous that their possessor habitually worked fourteen hours a day. He had a feeling for color and material so original that they did much to remake the American stage, revitalize American architecture, and contribute a new impetus to American industrial design."

His Resistance to Success

Joseph Urban had a sort of perverse faculty of running away from his jobs.

His talents were so various that he was frequently receiving awards in one field when he preferred to be working in another.

This is the cue taken by Whitney Bolton of *The Morning Telegraph* (New York):

"Urban's life was made up of a multiplicity of careers, each of which, curiously, he resisted as it opened to him. He was born and reared in Vienna. He wanted to be, as a small boy, a draftsman.

"Quick with his pencil, he was in his teens when he mastered portrait drawing. This talent irked him, since he believed it would interfere with his career as a draftsman of other persons' architecture.

"To conquer his portraiture he went a step farther than mere draftsmanship and became, in fact, an architect. He submitted, grudgingly, a design for the Czar's Bridge across the Neva River. Just turned twenty-one, he was astonished when it won first prize. He was so astonished, indeed, that he vowed never to draw another plan, and turned to illustration.

"He illustrated an edition of Edgar Allan Poe's 'The Mask of the Red Death.' Fame pursued him grimly. His illustrations received the coveted and highly competitive Kaiser Prize. He found himself, therefore, not only the unwilling winner of two enormously important prizes, but the only artist-architect ever to have won the Kaiser award.

"Thereafter, for a time, he swung between the two talents. Illustrating when architecture became too pressing, designing buildings when illustration threatened to engulf him, he found himself pursued by honors which, such was his strange nature, irked him.

"He received the Grand Prize gold medal for his work on the Austrian Artists' Pavilion at the Paris Exposition and then turned right around and was swarming with honors for his illustrations of Grimm and Andersen fairy-tales.

"He turned, first as a medium for change in technique and then as his ruling passion, to scenic design. His work at the Vienna Hof-Burg Theater attracted so much attention that he was swamped with orders for decorative homes. Rich Viennese merchants and society people commissioned him to design villas for them, and he capped his home-town career with a prize-winning design for the Vienna Town Hall.

"Returning to scenic design at the Hof-Burg Theater, he soon was harried by New York producers who, holidaying in Europe, insisted that he come to New York and bring his beautiful designs to its sadly neglected theater.

"He came. It took the persuasion of glib and relentless men to keep him here."

Arrival in America

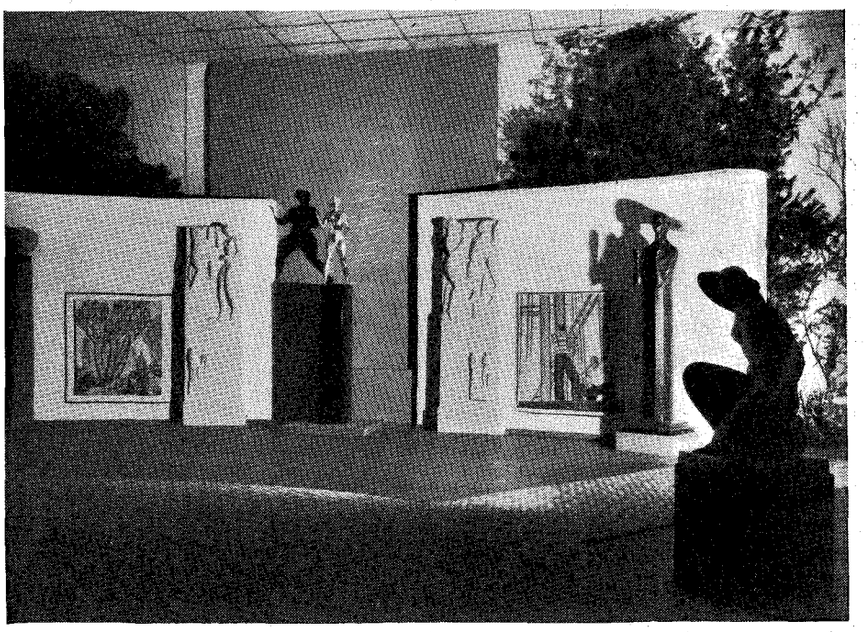
Mr. Urban first came to America as official artist of the Austrian Government to build and decorate pavilions at the St. Louis Exposition in 1904. He came again in 1911, so the *Herald Tribune* continues:

"Henry Russell brought him over with a whole Viennese scenery studio of his own for the Boston Opera Company. He repeated his European successes in Boston, tho the critics of that city were at first a little bewildered by the primary colors' acquiring richness from the lighting. In 1914 the Boston Opera Company failed, and Urban moved to New York.

"The 'Garden of Paradise' was Urban's first work. The producers failed, and Urban owed $10,000 for the stuffs he had used in it. The next was the 'Midnight Frolic,' for which Gene Buck hired him. The richly suave illusion that he lent to it 'made him' all over again, and again the orders poured in. Ziegfeld kept on going to him, and by 1918 Urban had orders from the Metropolitan Opera, for which he worked from then to his death, doing such famous sets as that of Strauss's 'Electra.'

"The Florida boom set in, and the special theatricality that the life and landscape of that happy playground seems to demand of its architects was his specialty.

"His astounding energy never failed him. His last major piece of work was the whole color scheme of the Century of Progress Exposition at Chicago. He and his assistants experimented for months finding a brilliant and lasting paint for it, just as he had experimented to find the special composition for the ceilings of his splendid auditorium at the New School."



AN URBAN ARTISTIC ARRANGEMENT

Designed for a corner in Architectural League Exhibition

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The "Oxford Accent"—A Battle of Tongues

SCOTLAND does not like British pictures because of their "Oxford accent."

Canada also has set up a howl over what they term "haw-haw English."

The howl occurred in a university class at Montreal on hearing "some linguaphone records made in London by speakers whose voices are frequently heard on the wireless."

The Observer (London) cautions its compatriots who may be contemplating crossing the seas:

"Bright young men who talk sometimes in Chelsea and Piccadilly about 'my little daught-ah' and 'my fath-ah' and find, perhaps, the so-called Oxford accent not unpopular in the West End are not encouraged to carry this form of speech to Montreal or New York should they be spending their holidays there this summer. Canada, in fact, definitely dislikes hearing any Englishman say 'Port-ah, this is my luggage.'"

Defense of the Schools

Prof. Lloyd James is quoted by *The Observer* as defending the public schools and universities against the charge of being the guilty parties:

"What is called the Oxford accent is probably, he remarked, the most unpopular version of English in the world to-day. It is, however, unjust, he thinks, to attribute it to Oxford.

"A good deal of it comes from the clergy, and is forced upon them by the fact that they have to monotone the prayers, and it is impossible to monotone a prayer in which, for example, the word father occurs without making it 'fath-ah.'

"It was interesting in the course of this discussion to hear Professor James express the opinion that it would be very difficult to find a better speaker of normal English to-day than the King. 'The language used by the King at the opening of the Economic Conference was,' he said, 'as good an example of the King's English as one could possibly find.'"

In the *Daily Chronicle* (London) Tangye Lean, ex-editor of *The Isis* (Oxford), also steps forward and vigorously defends his university against the charge:

"The truth is that there is no such thing as an Oxford accent, and if you ever meet any one who affects the 'haw-haw' speech you can be fairly certain that he has not been near the place, and thereby robs us of the favorite name.

"When Sir Michael Sadler, Master of University College, was recently asked to define the Oxford accent, he replied: 'It is exquisite enunciation, brief in statement, and racy with national vernacular.'

"Sir Michael was enthusiastic, and I'm afraid on the whole I should not agree with him, because if there is any distinguishing feature it is just a negative one: a pure intonation and the complete absence of dialect.

"I once saw an educational talkie the first half of which was spoken by an American and the second by an English don. The relief of the audience (it was in London) at hearing the pure English after the American was such that it burst out clapping. That don came from Oxford.

"You can not talk about the Oxford accent because there is no such thing. But Americans can never see anything odd in talking about 'the English accent.'

"The unhappy undergraduate has too much of this 'haw-haw' talk. In the vacations he knows his parents are waiting to pounce on him for it. When he goes down he knows that the few prospective employers who await him are on the watch-out for the same thing. I know several people (myself one of them) who have been down a fortnight and in desperation have affected a Cockney accent.

"That is the only Oxford accent there is."

Standards of the Cinema

But "Oxford accent" it is to the Scotch, according to a film critic in the London *Evening Standard,* who wonders what the phrase means, and whether Scotland prefers the standards of Hollywood:

"What is the standard? Is the slightly precious enunciation of a B.B.C. announcer ideal for the films? Does Scotland prefer the machine-gun rattle of Lee Tracy or James Cagney dialog, the rich velvety Southern tones of Kay Francis, the precise and carefully English speech of George Arliss, or the Continental-superimposed-on-American mode of a Garbo or a Dietrich?

"It is a difficult problem.

"In the theater, English, as spoken by a well-educated London actor, has always been more or less accepted in the provinces. In America it has proved successful in New York, and not so successful elsewhere.

"But now the film producer throws his net so much more widely. We are trying to capture Australia and Canada and to penetrate into the artistic wilds of the United States. The Americans are striving to maintain their hold on the world's markets. Every conceivable kind of audience has to be pleased. How then shall the actors speak?

"Hitherto, I had always thought that the voices and accents of, say, Diana Wynyard and Herbert Marshall (if you are a non-Londoner you will call it an accent) constituted the best standard.

"But my idol has been jolted. I read that other people's voices are to be foisted on one of the films which Mr. Marshall and Miss Edna Best made here, before the picture is shown in America. This may be advisable for Wapakoneta or McKeesport, but it seems incredible that any audience can be so stupid as to prefer to hear an actor speaking with another person's voice.

"I take it that some American audiences consider Mr. Marshall's voice too 'Oxford.' What of Glasgow? Is he too Oxford for Pollokshaws and Dennistoun?

"This Oxford accent business has been grossly exaggerated. In the average British film to-day the mode of speaking is the feature least worthy of criticism. I begin dimly to suspect that the real aim of the Oxford accent alarmists is to impose inflections on us that belong to a specific territory.

"The ideal, surely, is to avoid both exaggeration and standardization.

"It does not worry me at all to hear a Shakespearian soliloquy spoken in English by Americans or Dutchmen or Eskimos, as long as it is well and audibly spoken. Inflections different from my own are only tedious when they are slurred or too exaggerated to be intelligible.

"I do not want to go to the cinema armed with a dictionary, because the cinema's primary duty is to entertain. But normal national inflections are natural and pleasing to the ear. Standardization is as detestable as unnatural exaggeration."

France Honors Kipling

Only two foreigners had been made foreign associates of the Académie des Sciences et Politiques before Rudyard Kipling, just crowned with the honor.

They were the King of the Belgians and Cardinal Mercier.

Raymond G. Carroll writes to the New York *Evening Post:*

"It is admitted that the works of Kipling are little known among the French people, but during the war the Paris newspapers carried much of the Kipling propaganda which it will be recalled was not exactly easy upon Germany and the Germans. His recent volume, 'Memories of France,' delighted the Gallic intelligence.

"In proposing Mr. Kipling for membership, M. Camille Barrère, formerly French Ambassador to Italy, said the name and personality of the 'candidate' were known to the members of the institute. He desired to speak of Mr. Kipling as a great living poet, a philosopher who had deeply meditated upon human conduct, and a faithful friend of France, loving her for her virtues and full of indulgence for her shortcomings.

"Mr. Kipling, he continued, has sung his own country in verse. It appeared in all his works, full of color. But he has also seen beyond, and has depicted universal humanity, Mr. Barrère said.

"It is understood that the French are planning to bestow further honors upon distinguished Britishers, among whom is Winston Churchill."

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Mark Twain's Biographer Denies He Had a Shady Side

Mark Twain never wrote "Rabelaisian stories," declares Albert Bigelow Paine.

All that, he says, "is a lot of gossip"; and as Mr. Paine is Mark Twain's biographer and coexecutor with Mr. Clemens's daughter, Mrs. Ossip Gabrilowitsch, he ought to know.

Interviewed by the *Herald Tribune* Mr. Paine made clear, however, that Mark Twain "was no prude":

"Mark Twain was a Mississippi River pilot, a miner, a man among men; he used rich words on proper occasions, but there is nothing in the vast pile of papers in the Lincoln Warehouse at 1201 Third Avenue that you could call off color."

This is how the rumor got around:

"It resulted from a statement I made in 'Mark Twain's Biography' that considerable work of Twain's remained unpublished. People began to wonder why, and soon the story got started that the reason was that the family or myself or somebody was hiding it from the world. Then that idea was elaborated. Nothing could be further from the fact."

The complete biography will fill about six volumes, including the two already published. The public will have to wait "many, many years" for the remainder, for Mr. Clemens ordered that the full work should not be published until a hundred years after his death. That will be about the year 2010.

Mr. Paine gives some hints of Mark Twain's writing methods:

"Mark Twain like every other writer had a habit of starting a thing without much purpose and usually without much enthusiasm, and not going far with it. He began to see he was running often into burlesque and exaggeration and presently discouraged himself, discovering that what he was doing was not valuable material and he set it aside. There is nothing among all that material—and there's no great amount of it to-day—that is in the slightest degree objectionable except for the reason that it is inferior in kind and quality.

"Mark Twain, of course, was a genius, and genius has a habit of not knowing whether it is producing a good thing or a poor thing—not until it has had time to cool. Anybody could write as well as Mark Twain at his worst; Mark Twain at his best was unapproachable; probably I've said that somewhere before, but you can repeat it. Because the trustees of the estate and Clara Clemens and I, who are the literary executors, have not given all these papers to the public we have been a good deal criticized. A young man in an excellent book stated I had written him I thought any further books about Mark Twain were unnecessary. Of course, I never said anything of the kind. The more books written about Mark Twain the better I am satisfied."

The French Are Not Polite to Cécile Sorel

What gives rise to the belief that the French are the politest people?

Over there it seems to be permissible to joke about a woman's age, as Mlle. Cécile Sorel must know to her chagrin.

On June 23 she made her final appearance at the Comédie Française and the Paris correspondent of the London *Daily Mail* reports that "the theater was crowded beyond memory, and such fancy prices were given for seats that the record total of £2,800 was received."

In spite of this response to a sensational occasion the London *Evening Standard* reminds us that both Mlle. Sorel and the late Sarah Bernhardt have suffered from the bitter wit of their compatriots, especially on that score most sensitive to women:

"I imagine Parisians will shrug their shoulders disbelievingly at the statement that Mlle. Cécile Sorel has been thirty-two years at the Comédie Française, which she is at last leaving. Many have solemnly assured me that she has been there at least half a century.

"For Paris disdaining the reference books according to which she was born in 1875, has for years clung to the somewhat stale joke that this actress is incredibly old. During the Tutankh-Amen boom that monarch was made, on emerging from his tomb in a revue scene, to inquire after the health of his old friend Sorel.

"But the Parisian revue is quite merciless in its lack of good taste. When poor Sarah Bernhardt had a leg amputated she was impersonated by the *commère* at the Cigale, who, with a wooden stump strapped to her knee, gave the *trois coups* for the rise of the curtain."

© Wide World

Cécile Sorel

Tests Designed to Make School Children Like Poetry

If a school child is required by his teacher to memorize poetry, does he lose his appreciation of its beauty? Does it make the pupil dislike poetry instead of stimulating his interest?

Apparently another traditional public school apple-cart has been upset by a test recently conducted on three hundred fifth-grade pupils in the Borough of Queens, New York City, by a research graduate of Teachers College, Columbia University.

The test revealed that children develop a much higher interest in poetry if they are not required to memorize the lines in the usual routine fashion. Left with the choice of memorizing the lines or engaging in some creative activity associated with the poem being studied (such as drawing, writing poetry, modeling or illustrating), the interest of the children quickens from a schoolroom task to genuine pleasure.

Dr. Honora Margaret Frawley, who conducted the test, concluded that her record sheets gave enough evidence "to strengthen the likelihood that undesirable attitudes may be concomitants of required memorization," and suggested that school supervisors take that fact into consideration in outlining their poetry courses. She intimated that required memorization is often accomplished at a sacrifice of other values.

If the results of the test are to be judged, Dr. Frawley found that the ideal method of teaching poetry was to teach a poem to the class for thirty minutes, and then to devote thirty minutes for memorizing or performing other activity connected with the poem. Seven out of ten teachers who participated in the test favored this method.

"Teachers who are concerned with having large numbers of their pupils commit poems to memory or who have memorization requirements to meet, will probably succeed in the accomplishment of this aim better if they spend the time allotted for the follow-up work of poetry study in the actual memorization rather than in any other type of activity," Dr. Frawley concluded. "Teachers whose major concern is stimulating an interest in poetry and a liking for it should try the methods in which memorization is encouraged, and in which children express their interpretation of the poems in a variety of different ways."

Immediate results of the "idea" method: Many more children did unrequired work on the poems in free periods or at home; poetry books in the room were in demand; children brought books from the library; children chose to read poems as well as prose. Better yet, the children liked it!

Signorina Sandra Ravel

Roman society has gone wild over Signorina Sandra Ravel, whose first film is a tremendous hit.

"Men worship this twenty-year-old blonde. Women loudly acclaim her talent," says the *Carnet de la Semaine* (Paris).

But what interests them especially is the fact that Signorina Sandra Ravel is really Signorina Sandra Ratti, a niece of His Holiness Pope Pius XI. When she asked him to let her enter this far from sacred calling, he gave his consent willingly enough, but on condition that she change her name, and he himself suggested that of Ravel.

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The Amateur With the Small Yacht Has His Day

The President's Cruise Calls Attention to the Intimate Joys of Steering and Handling Sails Which the Owners of Larger Craft Have Been Missing

By William H. Taylor

"WELL, whatever else the President may be doing, he's giving our kind of yachting a great boost." The remark was made by a member of the Cruising Club of America—that organization of men who like to ramble around in small boats, coastwise and offshore, with little or no professional assistance—while highly unnautical reports of the chief executive's nautical vacation were occupying front-page space.

Perhaps it might have been more accurate to say that Mr. Roosevelt's vacation cruise was symbolic of what is happening in yachting. Where former Presidents relaxed on the broad decks and in the spacious cabins of huge government steam yachts, the 1933 President did his own steering and sail handling on a husky little schooner, felt the salt water trickle down the neck of his oilskins just as ordinary yachtsmen do, and probably took his turn at washing the dishes and swabbing up decks.

The relatively small yacht is having its day, not so much because of the shortage of money for luxuries these past few years as because men are learning that there is more fun in handling their own small boats than there is in being a passenger. Of course, the big yachts are still with us—they are part of the rich man's pageant, something that is expected of him—but in many cases even men who own big yachts enjoy their small ones more.

Some Who Sail Them

Take, for instance, the Morgans. J. P. Morgan owns one of the country's biggest steam yachts, the *Corsair*, and his son Junius S. Morgan, commodore of the New York Yacht Club, owns *Windward*, one of the big class M sloops some eighty feet long on deck. But for sport they have little boats. Until a few years ago the Senior Morgan was skipper of the thirty-footer *Phryne*, and one of the leading skippers in the class, too. His sons, Junius and Henry S. Morgan, the latter now commodore of the Seawanhaka Corinthian Yacht Club, are racing even smaller boats this season, sloops of the one-design S class, only about twenty feet on the water-line. Junius, incidentally, can always be identified in a race by a very ancient and battered brown slouch hat without which, the tradition goes, he has not sailed a race in years.

Or take Hugh J. Chisholm, owner of one of the great motor yachts, *Aras*, 227 feet long. A year or so ago he decided to lay the *Aras* up, but he didn't quit yachting. Instead, he had the starboard launch of the big yacht, a beautiful little cabin power boat about thirty feet long, put in commission. You can see him around Long Island Sound on race days now, running the little boat himself while his skipper takes life easy, and following with avid interest the progress of a small daughter, Miss Barbara Chisholm, who is sailing, and occasionally winning, in her little Atlantic class racing sloop.

Morris Rosenfeld, New York

SAILS SET FOR PACIFIC RACE

Adrian Iselin 2nd's Ace *will represent the Western Long Island Sound fleet*

The Lindbergh Honeymoon

Remember the Lindbergh honeymoon—the great mystery of its day? The man who had recently flown to fame was offered, among other things, various palatial yachts on which he and his bride might steam away from the glare of publicity. Instead, he bought a little thirty-eight-foot stock cruiser and went off a-cruising down to Maine without even a paid hand. It was more of a trick than it looked, too, for up until a couple of weeks before he started Lindbergh had scarcely set foot in a small boat, much less run one himself. The builders of the boat took him out for three or four brief "driving lessons," applauded his progress in the fundamentals of small-boat operation, and sent him off hoping that nothing would go wrong. They say he was the best green hand they ever broke in.

All sorts of people are turning to small cruising craft for their moments of relaxation. Einstein, exponent of the fourth dimension, whatever that may be, is said to be among the latest recruits, cruising single-handed in a small sailing yacht that was recently presented to him.

The Thrill of a Small Boat

There is no doubt about it, the fascination of personal handling of a small craft is luring a great many men away from large yachts for both racing and cruising. Robert H. Moore, of Huntington, Long Island, a yachtsman of many years' experience, tells the story of one of the most enjoyable season's cruising he ever had. He owned an eighty-foot auxiliary yawl, and had bought a miniature schooner only twenty-six feet long for his boys to sail. But he found he liked the little boat better, and he and the youngsters cruised to Nova Scotia and back in her one summer while the big yawl collected grass and barnacles at her mooring with three paid hands eating their heads off aboard.

There are those who shudder at the thought of the passing of the big yacht, and cry out that yachting is ruined. This is an alarmist view, to say the least. Wealthy men will always own big yachts, even if they prefer little ones. It is, as we pointed out, expected of them. But, barring a few amateur navigators like Vincent Astor and George F. Baker, few of the men who own these big motor and steam craft know or care much about how they are run.

The real sailors want to take command themselves, perhaps with a paid hand or two to wash dishes, clean up the bright work and coil down the gear. They like the kick of the wheel, the feel of a yacht whose sails are drawing properly, the satisfaction of bringing their ships safely through a gale of wind or a bit of complicated coastwise navigation—say over the shoals in thick weather.

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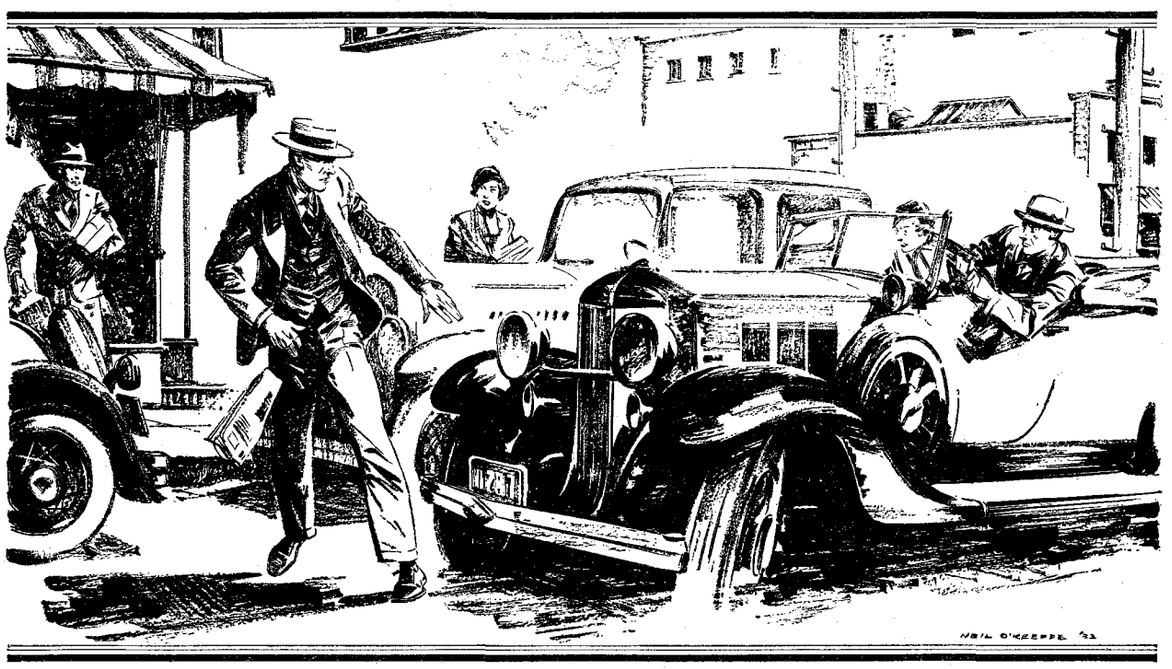
A Very Close Call



HAVE you ever escaped death by the fraction of a second when you thoughtlessly stepped almost directly into the path of a fast moving automobile? Or when you thought you were careful in crossing a street, has a car ever whirled around a corner, missing you by inches? That time you were lucky.

In this country, forty pedestrians are killed every day by moving cars and eight hundred are injured — some of them maimed for life. Thirty-five pedestrian accidents occur every hour — that is the present daily average.

Reckless drivers are directly responsible for part of this daily tragedy, but the majority of such accidents are the result of carelessness or thoughtlessness of pedestrians.

Although the safety training of children by some schools has helped to prevent many accidents, about ten children are still being killed every day. Even effective signals and alert traffic officers at crowded street corners are powerless to help the persons who step out from behind a parked car.

Your safety and the safety of every member of your family, when crossing a street or walking on a highway, depends on the development of a fixed habit which must become second nature: Make certain that the road is clear before you take a step.

Will you uphold the teachers who are training the children to watch for the "Go" and "Stop" signals — and will you obey traffic regulations provided for your own safety?

Send for the Metropolitan's booklet "The Safe Walker's Memo Book." It tells of the constant dangers which threaten those on foot—how you and yours can be safe walkers. Address Booklet Department 833-L.

ARE YOU A SAFE WALKER?

To how many of these questions can you answer NO?

Do you:	NO	YES
1. Step out carelessly from behind parked cars or obstructions?	—	—
2. Try to weave through traffic?	—	—
3. Cross streets diagonally?	—	—
4. Get off and on vehicles in moving traffic?	—	—
5. Cross streets without observing traffic?	—	—
6. Cross at intersections against the light?	—	—
7. Stand in the street?	—	—
8. Allow your child to play in the streets?	—	—
9. Walk with instead of against traffic on the road or highway?	—	—
10. Fail to use particular care at night?	—	—

METROPOLITAN LIFE INSURANCE COMPANY

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New Mile Record—Civilization's All Right

'TWAS a Waterloo for the pessimists. One can't be gloomy about the future of the human race when a stripling of twenty-three, studying to be a doctor, can lay down his books, climb into his track pants and run the mile sixteen-tenths of a second faster than any human being ever ran a mile before, as far as the records show.

Everybody who saw it felt an uplift. The world's all right. The croakers are all wrong. Youth is sound at the core. Mankind is forging ahead through thick and thin, and the mile record is going to be lowered from time to time by other studious striplings who carry within them the flame of racial achievement.

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THE "PERFECT RUNNING MACHINERY" OF JACK LOVELOCK

The Oxford miler setting a record at Princeton, with W. R. Bonthron seven yards behind

Some such feelings, whether expressed or not, may have swayed the lucky six thousand in the Princeton stadium who went wild over the shattering of the world's one-mile record by Jack Lovelock, a long-limbed, curly-headed lad from New Zealand, studying medicine at Exeter College, Oxford, and present in America as one of the Oxford-Cambridge troupe of picked athletes competing with our Cornell-Princeton galaxy.

Humanity going down-hill? Already the 4:06 mile is under discussion as a practical possibility of to-day. In the glow of having witnessed the greatest mile race of history—between the deerlike Lovelock and his powerful Princeton antagonist and runner-up, W. R. Bonthron—Matt Geis, Princeton coach, exclaimed:

"If those two ever get together again under such conditions, one of them will do 4:05. Gosh!"

And all the world remembers how it stood on its head when Nurmi did 4:10.4!

New American Record

Not the least element in the greatness of the race at Princeton was that Bonthron, in the very act of racing to tragic defeat seven yards behind Lovelock's flying heels, scored for himself a new American mile record—4:08.7—and later in the day returned to the track and won a great victory in the half-mile.

To have seen all this, as summarized in retrospect by J. P. Abramson of the New York *Herald Tribune*—"to have seen Lovelock stride down the last straightaway in victory over the courageous Bonthron, whose pace it was that made this record possible, to have seen the slender blond New Zealander retain his smooth form without a break to the end, to have seen him, within a few minutes, dashing up and down one corner of the track inspiring his English teammates in later races, and then to have seen Bonthron come back within an hour and a half in a 1:53 half-mile is to believe implicitly that 4:07.6 does not represent the limit of Lovelock or of Bonthron.

"It was all so easily accomplished, with so little outward evidence of stress and strain, as to make a 4:00 mile seem just around the corner—or at least at that time when Lovelock finds the conditions as perfect in every detail as they were on Saturday, with a runner of equal stature to force the pace all the way as Bonthron did.

"Lovelock's own reactions ought to be interesting. In theory, he believes, he ought to be able to run a 4:06 mile, and there is nothing cheeky about this fellow in saying so.

"'The third quarter,' he remarked, 'should have been faster. I wanted to run the three-quarters in 3:06. Then a minute for the last quarter would have done it. I have always had the finish when I needed it through the last two years. I shouldn't have had to run 58.9 seconds for the last quarter.'"

As the fastest mile runner in history, young Lovelock's personality and antecedents are meat for the chroniclers. We learn that he comes from a family of New Zealand cattle kings, and that he takes his athletics in the British spirit, for recreation, varies his sports, cultivates friendships, and doesn't go in for Spartan training. Robert Harron gives us this impression *in The Evening Post*, showing him in a charming personal relation with his defeated rival:

"Three or four hours after the history-making tape had snapped, Jack Lovelock, pink-faced, blond, slight youth in dinner-coat of English cut, turned from the business of autographing programs.

Post-Mortem of the Race

"'If it had happened,' he said, 'that the three-quarters had been run in 3:06, I think we (he looked across the table at Princeton's Bill Bonthron) could have come home in 4:07 flat. Oh, yes, I'm sure that some one in the near future will run 4:06. That is entirely probable. But, no, I don't want to say that I think I'll be the one to do it.

"'It was Bonny,' he added, 'wholly as much as I who made the record possible, along with Horan and Hazen. At Cambridge last week and in my other fast races, I have merely had to lengthen out. This afternoon Bonny made me sprint. To me, he was the wonder of the day. How any man could run as fast as 4:08 7-10 for a mile and then come back in an hour and a half, to make up fifteen yards and defeat Pen Hallowell in a 1:53 half-mile is beyond me.'

"Lovelock and Bonthron all evening had been boon companions during the dinner of the teams and officials at the Princeton Inn which brought a pleasant climax to the perfectly handled meet. Now the New Zealander turned away for a final handshake with the Tiger star.

"'We'll race again in London next year,' said Lovelock, 'but I'm afraid we'll not be able to show you quite so fine a track as you gave us here.'

"And Bonthron, going away, carried with him an Achilles Club medal, the gift of Lovelock. The men who had run the greatest mile in history had proved how unnecessary is a tense, tight-lipped rivalry.

"Lovelock is to have a memento of his own. Starter Johnny McHugh saved the shell of the cartridge that started them on their way. Finish Judge Dan Ferris will turn it over to Col. Charles Dieges, chief timer, to-day, and he will provide the mounting for a tiny, valuable trophy.

"Lovelock, as the new 'fastest miler,' will be what the prize-ring calls a 'fighting champion.' Already he looks forward to races in Europe next month with Glenn Cunningham and Luigi Beccali, the Italian Olympic 1,500-meter champion.

"I asked a dozen coaches, Frank Kanaly of Yale, Pete Waters of Manhattan, Carl Anderson of the Newark A. C., Matt Geis of Princeton, along with Joie Ray, to criticize Lovelock's style, if possible. 'Perfect running machinery' was their verdict. He gets a tremendous drive from the ball of his rear foot on extremely heavily muscled legs for one of his 133-pound weight."

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Pari-Mutuel Tonic Puts New Life in Race Season

BETTING on the races, after so many years underground, suddenly, to its pleased surprize, finds itself, like beer, basking in the sun of comparative civic approval. It has become increasingly public-spirited, not to say patriotic, to back your judgment at the track with a modest wager—or, better still, several. As a result, certain State treasuries are profiting or expecting to profit, and the sport of racing has been stimulated all along the line.

Each of these effects is expected to become even more marked.

Before this year, betting, chiefly of the pari-mutuel variety, was legal in Kentucky, Maryland, Illinois, Florida, and Nevada. Naturally, extra-legal betting, yielding no taxes, went on in all States where there is racing of consequence—New York, Ohio, California, West Virginia, Missouri, and Louisiana.

Legalization This Year

But since the first of this year the following States have legalized betting: California, Michigan, New Hampshire, New Mexico, North Carolina (it's a matter of local option here, and the law's constitutionality is under fire), Ohio, Oregon, Texas, Washington, and West Virginia. Delaware and New Jersey legalized racing, but not betting, according to this tabulation, prepared for THE DIGEST by J. A. Estes of *The Blood-Horse*, Lexington, Kentucky.

States turning thumbs down included Alabama, Arkansas, Colorado, Georgia, Indiana, Massachusetts, Minnesota, Missouri, Nebraska, New York, Oklahoma, Pennsylvania, Rhode Island, Tennessee, and Wisconsin.

More States have rejected betting than have approved it, it is true, but the widespread introduction of such legislation, regardless of result, would seem to be significant.

Economic Pressure

Doubtless, as has been argued in this connection, we are growing more liberal in spirit, less ready to see sin in the more jovial diversions. But it is just as likely that this is a case proving that Change, too, is one of Necessity's children.

Harassed legislators, seeking in hard times to replace vanished tax sources, recalled the revenue (reputedly a million a year) that Illinois derives from legal betting at its race-tracks, the half million supposed to flow into Kentucky's coffers, and Maryland's, and Florida's. Abroad, pari-mutuels were observed to be legal and profitable in France, England, Australia, Canada, South America, Cuba, and Porto Rico.

The inference seemed obvious, and, despite the fact that legal betting is "off" in many of its centers, the action was speedy.

The system most generally adopted as the fairest and most easily controlled (being operated not by fly-by-night bookies, but by owners and managers with a large material stake in their plants) was the pari-mutuel—devised in 1872 by the Frenchman Oller, and mechanized as the totalizator, or "tote," by the New Zealander, Ekberg, in 1880.

Under this system, to give a hasty definition, all the money bet on a given race is pooled and (after the deduction of the percentages that go to the management and the State) divided among either the backers of the winning horse, or the backers of the first, second, and third horses.

Originally this system was operated by men who sold tickets on the various horses. Now these sellers operate machines which register the bets and form a series of small pools, later consolidated into one. The totalizator is an enormously complex and expensive machine that registers all bets centrally and flashes payments. There is one costing, it is said, $250,000 and involving about 300 miles of wiring at Arlington Park, Chicago. Another is in operation at Hialeah in Florida.

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HIALEAH TRIES OUT ITS NEW TOTALIZATOR

Racing enthusiasts around the new board installed at the Miami, Florida, track

It is far too early to tell whether the mutuels are going to help solve the financial worries of States that have legalized them. But it is worth noting that sixteen days of racing at Rockingham Park, Salem, New Hampshire, saw a betting turnover of $2,168,143, of which $65,044.29 went to the State in taxes.

The Effect on Attendance

Outside the domain of State finance, the effects are more immediately evident. Rockingham Park, built long ago by "Bet a Million" Gates and John Drake, but neglected for years, is packing in crowds of 10,000 and 20,000.

Due to the legalization of betting in States where there are Grand Circuit tracks—including North Randall and Toledo, Ohio, and Rockingham Park—a revival of trotting is expected. But betting in Ohio, altho on the increase, is, according to a report to us by Robert A. French, sports editor of the Toledo *Blade*, "far below the level of a decade ago."

On the West Coast, such important turf figures as Joseph M. Smoot, William P. Kyne, Zeke Caress, and Jim Coffroth, are enjoying a soothing vision of an influx of the best eastern stables, and of United States racing money staying at home. As Braven Dyer of the Los Angeles *Times* puts it in a letter to THE DIGEST:

"There has been a growing feeling among local fans that there was no reason why they should dump thousands of dollars into the lap of the Mexican Government annually by patronizing Agua Caliente. Perhaps many of the voters felt that the 4 per cent. income derived by the State from pari-mutuel betting would help lower taxes, but I think, in the main, it was the liberal trend of the times." Oscar Otis of the San Francisco *Chronicle* writes us similarly.

The future of Agua Caliente, indeed, seems from some reports to rest with the California authorities. It will be quite possible, it is argued, to put California race meetings so close together as to squeeze out the Mexican resort.

Danger in Enthusiasm

Otherwise, there is a great bustling and scurrying about to build new tracks and refurbish old ones. Mr. Dyer reports Mr. Smoot's work on Arcadia, near Los Angeles—$150,000 spent and more to come. This track—"very beautifully situated, facing the San Gabriel mountain range, with three snow-capped peaks in evidence during the winter," writes Mr. Dyer—will be ready in the fall. Other racing plans include Baldwin Park, Baldwin Hills, San Diego, and Del Monte.

It is all very exciting, and surely no true sportsman wishes anything but the best for racing. But turfmen will do well to bear this in mind: As hard as they worked for legal pari-mutuels, the final push was given by legislators whose chief concern was revenue. If this revenue is not up to expectations, and especially if any scandal comes out of this wave of legalization (and there have been race-track scandals before this), public reaction will probably be disastrous.

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Mothersills
SEASICK REMEDY

STOPS TRAVEL NAUSEA ON YOUR VACATION TRIPS

Neville Chamberlain and the British Empire

(Continued from Page 11)

The depression arose as a refreshing breeze. It was wind at his back. A run on sterling that destroyed the Labor party wafted him into the haven where he had been. Once more he found himself in Downing Street. Once more that strategic stronghold, the Treasury, was delivered into his hands. Protection was wanted and, obviously, Neville Chamberlain had been consecrated to be Protection's high priest.

This time the Budget clapped on tariffs which, for the Chamberlain family, was, indeed, vindication. Over the great occasion, however, Neville managed to be cool.

Surrounded by economists who denounced barriers to commerce, and led by a Prime Minister, Ramsay MacDonald, who continued to preach the essentials of Free Trade, the Government, tho predominantly Protectionist, laid stress on the value of tariffs, not for their own sake, but for bargaining purposes. By such retaliation Great Britain would be able to force a reduction in tariffs elsewhere.

The Ottawa Conference

Two policies developed. The first was imperialist. The second was international. As the son of his father, Neville Chamberlain has led the imperialists. By means of preferential tariffs, the British Empire was to be federated.

At Ottawa economic imperialism had its field day—and in one proposal, at any rate, there was the merit of logic and equity. According to Lord Beaverbrook, as an Anglicized Canadian, there should be a tariff wall around the British Empire and free trade inside it.

Pointblank, the Dominions with one accord refused in advance. They quite approved of Great Britain giving them a preferential market for their grain, meat and wool. But they were not ready, in return, to open their ports to British manufactures.

No Conference likes to admit that it has been a fiasco. At Ottawa certain agreements were signed. Unfortunately, the fiasco was inflamed by not a little ill feeling, and the imperialist fling having thus ended, it was now the turn of the internationalists.

With an ingenious free trader called Walter Runciman to do the bargaining, Great Britain concluded provisional trade agreements with foreign countries; for instance, with Germany, Denmark, Argentina, Norway and Sweden. Nor are the results entirely negligible. It is when these paper pledges of prosperity are seen in the perspective of world commerce as a whole that the limitations of the adjustments are realized.

Neville Chamberlain has thus had to face the somewhat formidable situation of which Free Traders had always given warning. On the one hand, Imperial Preference, while it ties Great Britain's hands, has contributed little that is discoverable to her economic recovery. On the other hand, there has been no greater success in the use of "retaliation" to batter down the tariff walls of foreign nations.

However, there seemed to be a wholly unforeseen stroke of luck. Currency was off gold; and by using an Equalization Fund, sterling was depressed from $4.86 which is par to $3.20 or thereabouts. The discount on sterling—so it was argued—acted at once as an additional tariff on imports and as a bonus on exports.

What Mr. Chamberlain forgot was that currency depreciation is a game at which two can play. Canada raised certain tariffs yet higher against the mother country, and President Roosevelt, on the eve of his inauguration, was understood to suggest that there might be an arrangement between Great Britain and the United States over war debts and equalization of currency. Neville Chamberlain was much irritated, nor did he wait to hear from Ambassador Lindsay what exactly was the idea to be considered. In plain terms, he denounced "swapping," and it seemed as if that was the end of that.

It was not the end. President Roosevelt took the dollar off gold and arrived at an adjustment with sterling which did not include war debts. Neville Chamberlain thus had his way. There was no "swapping," and Britain lost what might have been her *quid pro quo.*

With nothing of substantial value accomplished by these elaborate negotiations, Great Britain prepared to act as host for the World Economic Conference, where the Chancellor of the Exchequer has been an active if somewhat astonished delegate.

The Roosevelt Ultimatum

Suddenly, there was a dénouement. The Conference as it meandered around the groves of Windsor Castle was astounded by an ultimatum from President Roosevelt. Regretfully, he declined at that time to link the dollar with sterling, the franc and other European currencies, over which edict the Conference spent a hectic week-end.

It is not pertinent here to ask whether or not the President, in adopting so bold a strategy, was justified. It was the reaction to his message that mattered to the imperialists led by Neville Chamberlain. There were motions by France and the gold bloc to adjourn the Conference. For a time, it seemed, indeed, that adjournment was inevitable. It then leaked out that the entire oversea dominions of the British Empire, led by Prime Minister Bennett of Canada himself, had so far forgotten the glories of the Ottawa Conference as to gather behind the President of the United States!

Could it be that, after all, the prophecy of Cecil Rhodes was at last coming true? Were the English-speaking democracies, including Great Britain, making the final choice between the Old World with its feuds and the New World with its faiths? Was there a healing of the great schism of 1776? Had there arisen a greater commonwealth of nations than ever? Was this the New Deal? Or was it to be a commercial war between the United States and Great Britain for markets in Latin America, for instance, the Argentine?

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The Modern Jules Verne From Oklahoma

Who is this Wiley Post who makes pikers of Jules Verne and Nellie Bly by proving—two years ago and again this year—that a week or so is plenty of time for going around the world?

He is a scapegrace stunter of aviation's infancy who has grown up into a superstunter and a pillar of aeronautical society. He has that extra something—luck or skill?—lacked by men like Stephen Darius and Stephen Girenas, whose flight to Lithuania ended in a fatal crash. More important, Post is one of those happy people who, born at the turn of the century, before the machine age really hit its stride, knows what this same machine age is all about.

He is a Texan turned Oklahoman. In

Wide World

OFF TO CIRCLE THE WORLD

Wiley Post bidding farewell to his wife at Floyd Bennett airport

him mingle the blood of Indians and Southwestern pioneers. He is five feet, five, stocky, brown-haired, brown-eyed. The greatest tragedy in his life turned out to be the biggest break he ever got. It was in the twenties, while he was working in the Oklahoma oil-fields. A chip of metal struck his left eye, blinding him.

A glass eye replaced the real one. The patch that he wears in all pictures of this year's flight is to keep it from getting cold and annoying him.

With the $2,000 he received in compensation he bought his first plane, a second-hand crate, and took to the air.

Born on an isolated farm in Van Zandt County, Texas, moving with his parents to Oklahoma, Wiley showed no aptitude for agriculture. Perhaps it is true, perhaps it is part of the legend that grows up around all great adventurers, but they tell of him that during his boyhood—when the airplane was the two-headed horse of western civilization—his favorite diversion was whittling plane models.

An admitted flop as a farm boy, he could, nevertheless, turn in a good job of work when the spirit moved him and conditions were right.

"He could cultivate and plow and sow," his father recalled in later years, "but never until after I had fixed everything for him."

Yet it was agriculture that released him from agriculture. In 1916 his father turned over to him a small plot of ground to put in cotton. He did a good job with it, made a profit—and used this profit to go to a school for automobile mechanics in Kansas City.

He had his first airplane ride in 1919 with a barnstorming airman in a flying circus who "gave him the works." He liked it. He knew then that he was going to be an aviator. He went back to the oil-fields to earn money to buy a plane—little suspecting how the money was actually to be raised. Five years later, before he had a plane of his own, came his début as an airman. At Holdenville, Oklahoma, he substituted for an injured parachute jumper, and was paid $25. He has made ninety-one parachute jumps. His father, resigned to most of his dangerous activities, did object to this, and once, it is told, hid the chute to keep him from using it. Wiley had a look around, found it, took it to the bank, and put it in safe deposit to keep it away from his father. Another tale that may be true, but has the smack of legend.

This gipsy existence was followed by jobs as test pilot and air chauffeur to F. C. Hall, a Southwestern oil man, who backed the 1931 flight with Gatty at a cost, it is said, of $50,000. The *Winnie Mae*, Post's ship, incidentally, is named for Hall's daughter. Post first leaped into fame in 1929 when he made a good record in the Ford tour. A year later he won the Los Angeles-Chicago air race from such crack pilots as William Brock, Art Goebel, Roscoe Turner, and Lee Schoenhair.

Flashback to 1927 and the circus days. Wiley had already met May Lane of Sweetwater, Texas. She watched him in his looping, wing-walking stunts one day in an exhibition at Ardmore, Oklahoma. Later he was to fly her home. Engine trouble, according to the New York *Herald Tribune*, forced them down in Graham, Texas. They talked things over, made up their minds in a hurry, and were married then and there.

Mrs. Post is a slight, pretty girl, whose function it is to wait for her husband to come back from risking his neck. Sometimes she seems a little bewildered at finding herself married to one of the greatest adventurers of the day.

Yet there is in their relations a bit of the laconic quality that David Garnett put into the homecoming of the aviator who had been stranded in the Chinese desert in "The Grasshoppers Come."

Post called his wife from Koenigsburg, East Prussia, during this recent flight. The New York *American* reports their talk:

"Well, how do you feel?"
"Swell."
"Well, hurry home."
"You bet I will."
"Well, I'll be seeing you soon."
"O. K. So long."

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To loosen, remove corn or callous

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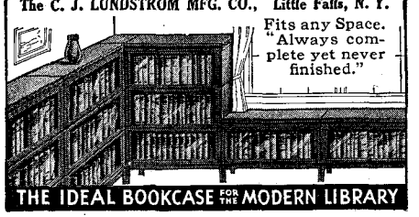

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What the Balbo Flight Means to Aviation

Gen. Italo Balbo's passage from Orbetello, near Rome, to Chicago, with twenty-four planes and ninety-six men, was a great flight because it was comparatively free from the daredevil quality common to so much ocean flying. Aside from the death of Sergeant Quintaville and the loss of a plane in a landing crack-up at Amsterdam, some tricky blind flying through fog between Ireland and Labrador, and such other dangers as at present seem inherent in flying, the air voyage was free from hair-raising moments and narrow escapes. The journey back to Rome promises to duplicate what has already been accomplished by the General and his aids.

© International

General Balbo

Such flights are full of meaning for aviation. General Balbo, piloting his fleet in eight triads (covering 6,100 miles in forty-seven hours, fifty-two minutes' flying time), had neither desire nor intention of setting a record or providing a spectacle. What he wanted to do (and did in the first half of his exploit) was show the possibilities of carefully planned, properly conducted mass flying over long distances.

It also seems to some (including General Balbo himself and the editor of the Chicago *Tribune*, speaking for many of his fellow professionals) that by flying the North Atlantic route, General Balbo proved the superiority of the southern. He was delayed twice—three days at Londonderry, Ireland, and seven days at Reykjavik, Iceland—by bad weather. This is an interesting argument in view of the Lindbergh flight to the north in the interests of a commercial air route.

The Balbo flight has been an outstanding success so far because of preparation, organization, and cooperation.

Two years of planning, training, international negotiation (beginning just after Balbo's mass flight to Brazil in 1931) preceded it, according to the New York *Times* and the General's own story written for Universal Service.

He had hardly returned to Italy from this flight before he began making plans. He gathered a staff of brilliant achievement—including Gen. Aldo Pellegrini, head of the aviation school at Orbetello, where the crew trained; Lieut.-Col. Ulysses Longo, a veteran of the search for those ill-fated French ocean flyers, Nungesser and Coli; Lieut.-Col. Stefano Cagna, who went with the late Col. Umberto Maddalena to rescue General Nobile and other survivors after the *Italia* tragedy in 1928.

While these men and their comrades were in training, ninety-six planes were being tested and twenty-five chosen. Each plane carried two pilots, a radio man, and a mechanic. Safety equipment included a collapsible life-boat for each crew and a light diving-suit for each man.

An elaborate radio system for transmitting weather data was arranged. The big twin-hulled Savoia-Marchetti 55's (wingspread 79 feet, 11 inches; length 54 feet, 2 inches, power with two Isotta-Fraschini engines capable of developing 1,850 horsepower) had both sending and receiving apparatus. They could communicate with each other, and were in constant two-way touch with the Air Ministry in Rome and the International Telephone and Telegraph Building in New York. At the second of these stations Col. Mario Infante of the Italian Air Ministry, and Ellery W. Stone of Postal Telegraph and Mackay Radio, were in charge.

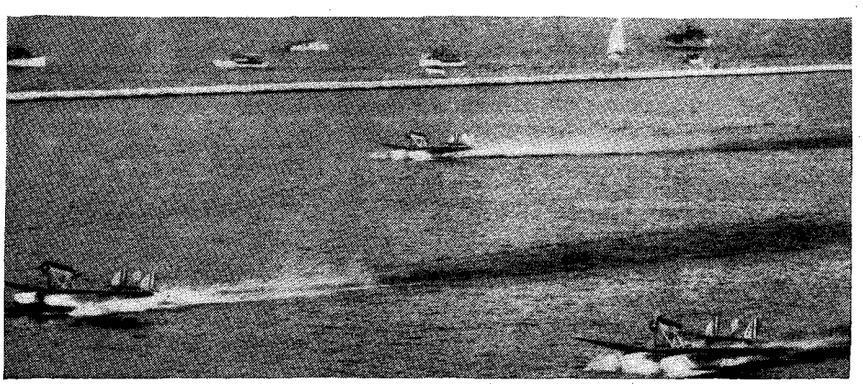
Thirty radio stations, including twelve on Italian vessels along the sea route, United States and Canadian weather bureaus, and ships at sea in general cooperated in keeping weather information up to date. This was flashed to New York, analyzed by Dr. James H. Kimball, flying weather expert, and Prof. D. Montanari, Italian meteorologist, and sent on to the planes.

This same system, in general, will be used during the flight back to Italy.

It is estimated that 300 landsmen backed up the airmen—radio men and mechanics at Amsterdam, Londonderry, Reykjavik, and the other way stations, the crews of nearly twenty craft that transported experts and supplies to these stations.

Arrangements for servicing were made long in advance. There was little difficulty about this in the cases of Amsterdam and Londonderry, but the utmost care was required in the preparation in Iceland and Labrador. Not only did technicians have to be transported in advance. Supplies of inflammable fuel as well had to be stored—and fire-fighting apparatus, to boot.

Altogether, it has been estimated, $500,000 went into this flight—a huge sum, but one that is considered worth-while in view of what is promised for the future.



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ITALY'S AIR ARMADA AT CHICAGO

The first three planes as they alighted on the Lake Michigan water-front after their 6,100-mile flight

Big Sister for the "Graf"

Lighter-than-air traffic across the Atlantic has settled down to something like an express-train schedule, and a superdirigible twice the size of the *Graf Zeppelin* is taking shape in Germany.

The comings and goings of the Graf herself between Friedrichshafen and Rio de Janeiro, with calls at Barcelona and Pernambuco, no longer attract any further notice than this recent A.P. dispatch from Rio:

"The *Graf Zeppelin* arrived here late today on its third trip of the season from Germany and, after a stop of only 1 hour 20 minutes, started its homeward journey."

Her new big sister, the *LZ-129*, is expected to take the air at Friedrichshafen next autumn. She will be 812.7 feet long. Our own *Macon's* length is 785 feet. The *LZ-129* will have a volume of 7,062,800 cubic feet, against the *Graf Zeppelin's* 3,707,970. According to a New York *Times* cable from Friedrichshafen, the *LZ-129* will be the first German dirigible to use helium. This change to a non-inflammable fuel will do away with the "verboten" on smoking which irks passengers on the *Graf*.

Other differences are that the passenger accommodations, the crew's quarters, the pilot's "bridge" and the wireless room will be within the hull, says the *Times* correspondent. Further, "the main gangway will not be in the lower third of the hull, but in its mid-axis. The gas-bags will not be of gold-beater's skin, as heretofore, but of a gelatinoid film stuff, specially fabricated. The completed midships part of the frame shows the passenger accommodations on two decks with a total floor space of 5,380 feet."

Whole Skins for Wise Pilots

The Aeronautics Branch of the Department of Commerce has given out some figures in connection with its study of accidents in miscellaneous flying during 1932, we learn from *U. S. Air Services*.

It is found that if you break the regulations your chances are about 2½ to one that you will end up in some kind of crash. Altho the number of flights made in violation of the rules was small in comparison with the total number of flights made, we are told that one-fourth of all the fatal accidents, and one-third of the fatalities, occurred during these flights.

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The New Merchant Marine

(Continued from page 4)

of regular lines which are of direct benefit to American export and import trade. The cost of the subsidy is running at the rate of $19,000,000 a year. That sum is the difference between the regular rate paid to foreign ships for carrying mails and the rate paid to the American ships that have the benefit of the subvention. It represents about one-half of one per cent. of the new unemployment-relief public-building program which proposes to spend $3,300,000,000. It gives employment to thousands of seafaring men.

Objectives Are Modest

The aspirations of the merchant marine policy as it exists are not grandiose. No attempt is being made or contemplated to cut heavily into the legitimate sea commerce of other nations. What is sought is a larger share of the carriage of the goods we buy abroad and of those we sell abroad. In bad times as in good the proportion of world commerce that American ships carry has remained at the figure of about four per cent. only.

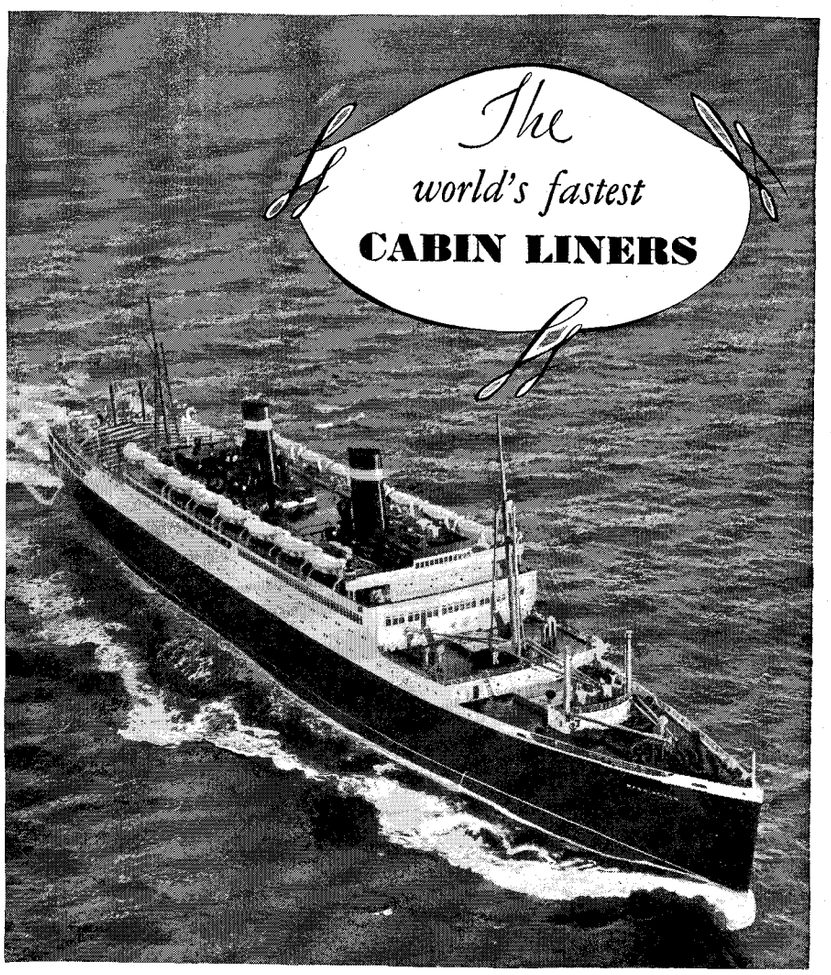
What is sought in the matter of trade, as distinguished from the national defense objective, is the carrying of 51 per cent. of American exports and imports. One hundred years ago American ships carried nearly 90 per cent. of that business. Even in 1860 the percentage was 66.5. But, when America's thoughts turned inward after the Civil War, the drop was steady and continuous until only a bare 10 per cent. was being carried in American bottoms when war engulfed the world nineteen years ago.

In 1920 when the Shipping Board was still spending freely to put the flag back on the seas, and before other maritime nations had recovered their sea strength, the figure rose to 43 per cent., but it grew swiftly less thereafter until, since 1928 it has remained about 33 or 34 per cent. That is, only one-third of American water commerce is being carried in American ships; another one-third is being carried in British ships, and the remaining one-third in ships of other nations. The hope is to drive upward to 51 per cent. American carrying of its own commerce.

The program of the recent European shipping conference at Geneva, attended by nations that subsidize their own merchant marines, set forth (1) that there is an excess of tonnage in the world, which is true, if the old hulks be counted, and that there be a general scrapping; (2) that the time has come to abandon the principle of ship subsidy. This, if carried into effect, would leave America still handicapped by her much higher costs of construction and operation.

The United States, it should be set forth, has scrapped more tonnage since the war than all the European Powers combined.

The nations that resent and resist the building of the American Navy to treaty strength are the ones that resent and resist the creation of an American merchant fleet that materially increases the effectiveness of the fighting fleet. This students of sea power regard as no coincidence.



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Signs of Recovery in Shipping

Belated evidence of recovery in the various regions of the shipping world makes its appearance. News writers call attention to a pick-up in intercoastal trade. Increased demand for lumber on the Atlantic coast is bringing cargoes from our northern Pacific States through the Panama Canal. Intercoastal lines are making more frequent sailings. Transatlantic freight business shows little change but there are expectations of profitable business in case of the recognition of Soviet Russia.

Transatlantic passenger travel has shown

COMING OUT OF THE STORM-CELLAR
—Fitzpatrick in the St. Louis *Post-Dispatch*

during June and July its first important advance in two years. Shipping men, according to the New York *Times*, interpret the sudden pick-up of bookings in recent weeks as primarily an aftermath of the rise of the stock-market quotations. People who would normally go abroad at this season have been unable to liquidate securities without loss until the recent upsurge in the stock market, which puts them in a position to cash in profits and book passage to Europe.

General improvement in shipping is reported by John A. Crone of the Consolidated Press. It includes both salt water and fresh water, both building and transportation.

An important factor, as Mr. Crone sees it, is the influence of the Government's naval construction program. Only 12,000 men were working in the shipyards of this country at the end of June, we are told. That is a record low not only for this depression but for the last decade. And the outlook was dark since there was a lull in the construction of new passenger ships after the building of the American liners *Manhattan* and *Washington*, and the new ships of the Grace Line.

But there comes $259,000,000 to be spent in the next three years to build four ships in Eastern navy-yards. This is only the beginning of the Government's big program calling for 32 new ships. It will require some 52,000 men, or 40,000 more than are now at work. According to the writer, "about 12,000 will be at work in navy-yards and about 14,000 in private yards, with industries allied to shipbuilding requiring about 26,000 men."

Such naval building encourages shipbuilding in general, for shipping men hear that several tankers and freighters are being planned by oil companies and shipping lines.

Inland shipping is picking up following the opening of the barge waterway from New Orleans to Chicago and the operation of the New York-Great Lakes-Milwaukee line. More ocean-going vessels are seen going up the Hudson directly to Albany.

The decided increase of activity in steel making is mirrored in the greater activity on the Great Lakes, where the ore traffic is such a big factor. Mr. Crone hears that a few weeks ago there were 90 vessels in commission as against 67 a year before, while 40 were actually carrying ore as against 15 a year previously.

These reports of improvement lead the New York *Journal of Commerce* to reflect on the problem of overproduction in the shipping industry which it thinks must be disposed of before a lasting improvement can be achieved. "Comparative newness and more efficient propulsion of the German and Italian superliners have made them comparatively popular and profitable, but it has been the general experience in the transatlantic trade that the newest vessels get the cream of the trade until the novelty wears off," it concludes.

That "Repeal Stocks" Boom

As State after State falls into line for repeal of the Eighteenth Amendment, Wall Street very naturally stages a boom in the so-called "wet" stocks—securities of corporations in a position to profit by the banishing of Prohibition. Of course, this group captured the imagination of traders. And yet at least one stock-exchange house, Frazier, Jelke & Company, sees evidence of overexploitation and a possible source of market unsettlement. In the long run, says the market writer for this brokerage house, investors and traders are likely to "realize that a large capitalization is not conducive to satisfactory per share profits for a distilling company, and that it will take time to establish distillery earning power for some of the larger food, alcohol and chemical companies now regarded as early beneficiaries of repeal." These remarks are the more interesting in view of last week's sharp break in "alcohol" shares which carried the whole market down several points the day after Alabama and Arkansas voted wet.

The Effect of Inflation On Stock-Market Prices

How much of the recent and current advance in stock-market quotations is due to inflation?

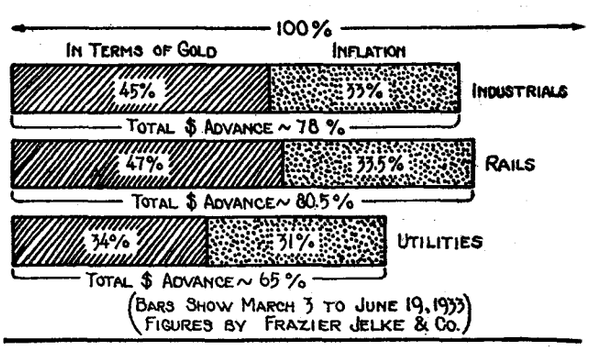
This question is one of the commonest heard on Wall Street these days. It may be, as various authorities insist, that we really haven't had any inflation at all as yet, so far as our domestic economy is concerned.

"But what the market believes, the market acts on," remark the Cambridge Associates of Boston, and the market is certainly thinking—and discounting—inflation. As measured by the rise in the cost of living, these statistical experts can not see more than one per cent. of inflation at present. But Wall Street does talk about an "80 cent dollar," being constantly mindful of the lowered value of the dollar in terms of pounds and francs. Hence, "day-to-day fluctuations are governed to some degree by fluctuations in the dollar in its relation to exchange for sterling."

All this discussion leads up to the preparation of a chart based on an analysis by the Stock Exchange house of Frazier, Jelke & Company. This chart, herewith reproduced, takes in the advance in a representative list of stocks from March 3 to June 19. An effort is made to separate the price advance in terms of dollars from the theoretical price advance in terms of gold. It appears that in dollars the rise in industrial stocks for the period was about 78 per cent., in rails over 80 per cent., and in utilities 65 per cent. In terms of gold, the advance in industrials is only 45 per cent.; in rails 47 per cent. and in utilities 34 per cent.

From this it is calculated, as George T. Hughes of the Consolidated Press notes, that the percentage of advance due to inflation is between 41 and 46 per cent. of the entire rise.

Or rather, to give the Cambridge Associates the last word, the chart indicates the portion of the advance on the market due to inflation, plus "the portion due to what Wall Street thinks is inflation."



Cambridge Associates, Boston

HOW MUCH OF THE STOCK RISE IS DUE TO INFLATION?

A little less than half, according to this diagram dividing the advance in three groups of stocks to show how much they would have advanced if there had been no change in the dollar's relation to gold

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Policyholder Psychology

Of course the banking holiday gave us fresh insight into a great many things. The New York *Journal of Commerce* calls attention to certain revelations of insurance policyholder psychology.

While the banks were closed fire insurance companies naturally could not pay their claims immediately. So they took advantage of the seldom-invoked clause in most policies which gives the insurance company a right to defer payment for sixty days after the occurrence of the loss.

This, we are told, was the unexpected result—a sudden decrease in fire losses which continued for more than three months.

The explanation has been advanced that the sixty-day rule had discouraged arson, because the prospective arsonist did not care to burn up his property unless he could get his cash right away. But this was a very minor factor, in the opinion of *The Journal of Commerce*, which says:

"It is much more likely that the chief factor was the extreme care to avoid fires when thousands of persons realized the predicament in which they would find themselves if their homes, stores or shops were to burn, and they could get no money from the insurance companies for two months or more.

"This phenomenon has occurred before. When San Francisco burned in April, 1906, great uncertainty about the ability of many insurance companies to pay losses was created; for the remainder of that year losses were extraordinarily low."

The psychology of the case interests *The Journal of Commerce*, which thinks that everybody will agree that a feeling of security makes most of us less careful:

"The householder is reasonably careful not to have his home take fire. Let him suddenly remember that his insurance has expired, and he is anxious and becomes doubly careful.

"The uninsured automobile owner has constantly in mind, as he drives, the possibility of injuring somebody. He buys liability insurance, a feeling of security comes and he relaxes from the strain of exceeding carefulness."

The insurance companies realize all this and they try to counteract the changed mental attitude by loss-prevention work. "They can not change human nature, but they can and do secure physical improvements which reduce the likelihood of loss from fire or casualty."

Finally, there is a word of advice to the insured public, which, we are told, would profit if it continued to exercise just as much care as if it were not insured. First, the insurance companies would make more money. That would bring sharper competition and lower rates, and of course the lower rates would mean money in the policyholder's pocket. So, in the last analysis, the cost of insurance depends largely on the extent to which policyholders exercise care and caution.

Associated Gas and Electric Company

Plan of Rearrangement of Debt Capitalization

Is the Plan Necessary?

CROMWELL cautioned his men: "Trust in God, and keep your powder dry." The Associated Gas and Electric Company hopes that present upward trends in business point to a new and prosperous era. But this hope does not blind it to the fact that its taxes are increasing alarmingly, that its rates are being reduced, and that business is still subnormal.

Since the Plan was announced on May 15, 1933, the Federal 3% tax on domestic and commercial sales of electricity has been transferred from consumers to the companies, imposing an additional expense on Associated operating companies of about $1,100,000 a year. Congress has also imposed a new tax on the value of capital stock of corporations which, it is estimated, will cost companies in the Associated System more than $1,000,000 annually.

It is doubtful that Public Service Commissions will allow rate increases to offset these additional taxes. On the contrary, commissions and municipalities in New York, Pennsylvania, South Carolina, and other states where Associated companies operate, are demanding further reductions. The New York Public Service Commission has just issued an order, to be effective next September 1, reducing drastically the rates of the New York State Electric & Gas Corporation, one of the principal Associated operating properties. This order requires a reduction in the Corporation's revenues of $600,000 yearly.

$3,500,000 Less for Interest

The total of actual and potential increases in taxes and reductions in rates is likely to reach $3,500,000.

Consolidated net earnings of the Associated Gas and Electric Company and subsidiaries, after depreciation and after all charges of subsidiaries, for the 12 months ended March 31, 1933, were only a $2,413,749 margin over fixed interest requirements of debentures for that period. For the 12 months ended May 31, 1933, this margin was only $584,517, after deducting accruals ($1,000,000) for the proportionate amount of the estimated Federal capital stock tax for the period from July 1, 1932 to May 31, 1933. Additional taxes and rate reductions may easily wipe out such a slender margin of earnings, unless business improves substantially.

The situation of public utilities is aggravated by the lack of a ready market for bonds and by the hesitation of banks to assist in providing funds to meet maturing indebtedness without requiring heavy sinking fund payments. Such payments are so burdensome as to prevent some subsidiary companies from paying the cash dividends which holding companies need to meet interest charges.

Improvement in Associated electric output in recent weeks is encouraging. This improvement, however, has not yet produced a corresponding improvement in earnings, because the increase has come almost wholly from industrial users who pay much lower rates than residential or commercial customers.

It is the purpose of the Plan to change the situation with respect to the interest charges of Associated Gas and Electric Company so that they will be largely on an income basis instead of a fixed basis, and that in the event of temporary inability to meet full interest charges, defaults would not occur which might lead to a receivership, with its attendant expenses and risks.

This event may not occur, but it is the part of business prudence to guard against it as fully as it is the part of business prudence to insure against fire. As insurance against the risk of such an event, if for no other reason, the Management believes that the Plan is necessary.

Associated Gas and Electric Securities Company

Incorporated

61 Broadway New York

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Should These Stocks be Bought or Sold?

Col. Gas & Elec.	**No. America**
Am. Radiator	**Continental Oil**
Gen. Motors	**Inter. Nickel**
Phillips Pet.	**Johns Manville**
Bendix	**Borg Warner**
Kennecott	**Nat'l Dairy**
Penn. R. R.	**United Corp.**

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EDITORIAL MAKE-UP OF LITERARY DIGEST DRAMATIZED

A large section of our exhibition is devoted to The Literary Digest. You will be interested in seeing at first hand, some of the methods we use to make this magazine the world's widest-read news-weekly. In this dramatic display are represented hundreds of newspapers and magazines, covering every field of interest, which our Editorial Staff reads, condenses, and quotes in presenting all of the important news.

WORLD'S MOST COSTLY BOOK IN UNIQUE DISPLAY

Another feature of our exhibit is the world's most costly book in a unique display. Of course, the book in question is the Unabridged Funk & Wagnalls New Standard Dictionary, the production cost of which was $1,500,000 before printing. It stands over six feet from the floor and is surmounted by an illuminated band upon which appears a changing series of words. The visitor who breaks a beam of light, focused upon the base of the display, sets off a mechanism which opens the giant book at the definition of the word then appearing in the changing series.

WHEN YOU VISIT *The World's Fair* VISIT US

FUNK & WAGNALLS COMPANY

Inflation and Advertising

Naturally, what inflation will do for advertising is primarily dependent on what inflation will do for business.

Starting off with that rather obvious thought, Chester H. Rowell, who is now editor of the San Francisco *Chronicle*, proceeds to argue in *Western Advertising* that advertising's especial opportunity comes when money is in less demand than goods. The prospect of rising prices is a stimulus—

"If you advertise a suit worth $20 for $15, people will not buy it if they think they can get it next week for $10. On the other hand, you might sell it easily for $22.50, if it was likely to be $25 a little later."

The answer to the public's expectation of higher prices is the slogan: "Buy now." Take clothes—

"It will be cheaper to replace them now, while they are merely unpresentable, than to wait to do it later, when they are unwearable."

Or, take automobiles—

"Multitudes of people are driving their old cars long past their usual replacement period. The chance to turn in the old car and buy a new one at a low price is still open. It probably will not last long. Everybody, in the back of his brain, dimly realizes this. Advertising will bring it to the frontal lobes, the seats of consciousness, and then send it out through the channels of action."

Advertising should help to make spending fashionable—

"The psychological part of that appeal should begin *now*. For the same feeling which has stimulated buying stocks is ready to be diverted to buying goods. To wait until the great changes in business have actually happened is to wait too long."

And Mr. Rowell concludes:

"The 'new deal' also opens the way for advertising campaigns for new commodities, like beer; for new policies, whose supporters and opponents will want to use space to argue them; for new business consolidations, to explain their methods and purposes; for magazines and books and newspapers, to give the people the information for which they are now as eager as they once were for entertainment, and for the recreation, travel, and sporting goods, which the larger leisure already achieved will demand as soon as increased prosperity restores the means to afford them.

"Advertising is the handmaiden of business.

"But it does not always need to wait on business.

"Sometimes it can be most helpful by anticipating it."

Inflation will have a direct effect on certain advertised commodities, writes Henry Q. Hawes of the McCann-Erickson Agency in the same issue of *Western Advertising*. Those are commodities of which there is a large exportable surplus. The depreciation of the dollar will help sales in foreign markets, without reduction of the domestic price, "and the advertising of these products may be expected to increase."

Current Poetry

Unsolicited Contributions to this Department can not be returned. Unpublished Poetry Unavailable

A PORTRAIT of old age in *Poetry* (Chicago):

MY GRANDFATHER KEPT PEACOCKS

By John Peale Bishop

When other reasons for pride were gone,
Winters he sat by the green-primed woodbox,
And pine-knots flared upon a meditation
Of wild blue eyes, his gray beard stalked
On the thin despair of a dwindling hand.
Frost had been kind; windows gave back
A glazed white stare of kindly eyes but blind.
Carpets were windy stripes upon the floor.
The kitchen planks were wide and scoured with sand.
He could not see, unless he undertook the door,
Those arrogant birds whom the wind balked
In their poor progress through the snow.
He did not touch the knob; he did not dare
Because of a looking glass beside the door.
He would not risk the smallest crack
Of snow, lest Death should see him there
Looking from out a glass beside the door.

HERE is a "stand and deliver" to those who dream of "dear, dear ladies," and neglect what's before them. In *Poetry* (Chicago):

CORANTE

By Gladys Campbell

Listen, men: Stop talking of Helen and Deirdre—
They are gone,
They are dust and dreams of dust;
Leave them alone.

There is a woman among you
Moving like flame,
Like crimson fire, like silver fire.
Give her a name.

DID the hunter learn the lesson that nature takes care of her own? In *The Commonweal* (New York):

HUNTING'S END

By Marie de L. Welch

There were a hundred robins to every quail,
I walked all afternoon without lifting my gun;
When quail went up with a thunder of wings,
A screen of robins shielded every one.

Toward evening the robins slept in the toyon trees;
In the canyons I heard the quail I might have shot,
I should have been glad as a hawk to have killed one,
Still, I was content that I had not.

LOVERS of Italy recall this scene pictured in *The Lantern* (Brooklyn). One is standing by the Grand Hotel:

NAPLES

By Francesca Lane

As fireflies spent the frail lights glow
And fade again toward Posilipo,
Each palace dreams old dreams and drones
A tired litany above the cobblestones.
Then San Martino chimes; a thousand bells
Repeat, and rising in triumphant swells,
Are lost in silence and sweet melody,
"Funicula, Funiculi,"
While Naples curls itself around the Bay and sleeps.
Vesuvius yawns, and from his mouth a long flame leaps
Burning a red hole through the purple sky
Like a Cyclops' bloody eye.

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The Lexicographer's Easy Chair

(TITLE REGISTERED IN U. S. PATENT OFFICE)

To decide questions concerning the correct use of words for this column, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers who require immediate attention will receive it if they enclose a stamped return envelop. No notice will be taken of anonymous communications.

caucus.—"C. G.," Galveston, Tex.—The plural of this word is *caucuses*. The word is of unknown origin, but was used in Boston before 1724. One assumption is that it is a corruption of *calkers*, from the trade of shipbuilding. A writer in 1774 said: "More than fifty years ago, Mr. Samuel Adams's father, and twenty others, one or two from the north end of town, where all ship business is carried on, used to meet and make a caucus, and lay their plan for introducing certain persons into places of trust and power." The *Caucus Club* was referred to by John Adams in his *Diary*, February, 1763. Another suggestion is that the word comes from the Algonkin *cau'-cau-as'-u*, which means "one who advises." Indian names were not uncommonly used for political societies or clubs in New England.

Comoro Isles.—"H. C. S.," New York City.—In English, the group of islands northwest of Madagascar is known as the *Comoro Isles* (or Islands). In French, the name is *Iles Comores;* in German, *Komoren*. The combination of English and French, *Comores Islands*, is as erroneous as the German and English, *Komoren Isles* would be.

disassociate; dissociate.—"C. G.," San Francisco, Calif.—These forms are equally honorable, having identical meanings, except in chemistry, where *dissociate* is the one employed. Both forms date from the early 17th century, and in literature it appears that *disassociate* antedated the second form by a few years. There is a present tendency to discard the earlier and longer form.

disserve.—"L. G. T.," New Orleans, La.—The verb *disserve* means "to neglect to serve; to treat badly; do a bad turn to." "*Disserving* statements," therefore, are statements that are detrimental or disadvantageous. In a spirit of belittlement one might make *disserving* statements about oneself; but it would not follow that such statements were necessarily true. The term *disserving*, for the reason that it is rarely turned upon oneself, does not carry the idea of being an antonym of self-serving. To use it in such a manner it would be almost necessary to make it reflexive: "He was *disserving* himself," with the idea that he treated himself badly. In such a case a better phrasing would be, "He did himself a *disservice*."

Eucalyptus.—"S. W. McC.," Newman, Calif.—When the genus is referred to—the *Australian Eucalyptus*—the capital letter is used; otherwise the lower-case *e;* as, "His yard contains two pepper trees, a date-palm, and a *eucalyptus*."

Habana.—"H. H.," St. Louis, Mo.—The capital of Cuba is properly spelled *Habana*. In Spanish, the letter *b* when occurring between vowels has the sound of the letter *v* in English; hence, an English spelling *Havana* crept into use. This spelling is now discouraged in favor of the correct form.

hiccup; hiccough.—"N. H. G.," Fort Fairfield, Me.—The pronunciation of *hiccup* and *hiccough* is generally *hik'up*, altho *hik'kof* is sanctioned by some medical authorities for the second form.

much more.—"E. F.," Brooklyn, N. Y.—There is nothing either ungrammatical or incorrect about the expression *much more*. The adverb *much* means "in a great degree; largely; greatly." Hence, *much more* means "greatly more."

steal, rob.—"C. C.," Brooklyn, N. Y.—Tho these words are frequently used synonymously, their definitions in law are not identical. To *steal* is, in law, to commit simple larceny; that is, to take and carry away the personal property of another with intent to commit felony. The word is also applied to any furtive, covert, or surreptitious taking of anything, material or immaterial. To *rob* is, in law, to take feloniously from the person by force or fear, as in a highway robbery; and tho the meaning is extended to include the taking of articles from places, it carries the suggestion of force or violence.

these United States.—"H. C. M.," Mowrystown, O.—The name *United States* may be construed as singular or as plural. The Republic is a union of republics. When one refers to the Union as a whole, it is correct to use the name in the singular; as *this* United States, or "the United States *has* held a non-aggressive policy." But when the reference concerns the separate states composing the Union, the plural form may be used; as in the liturgy of the Protestant Episcopal Church, "O Lord bless *these* United States."

total abstinence.—"H. B. F.," Gardner, Mass.—This phrase is defined: "A term which has come to mean the complete abstaining from all intoxicating beverages. *Total abstinence* has been practised and inculcated from the earliest times by many religious sects and was enjoined by the founders of Mohammedanism and Buddhism."

Yours respectfully.—"A. N.," Brooklyn, N. Y.—According to Emily Post's "Etiquette," the formal close of a letter, "Yours respectfully," is now used when addressing an ambassador, a bishop, a United States Senator, a member of the Cabinet, or a justice of the Supreme Court, and by an employee to his employer, or by a tradesman to a customer, or by an inferior to a superior.

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The Spice of Life

(TITLE REGISTERED IN U. S. PATENT OFFICE)

Balancing the Budget.—HIM—"My treasure!"

HER—"My treasury!"—*Philadelphia Evening Bulletin.*

They Didn't Know the Password.—LECTURER—"Of course, you all know what the inside of a corpuscle is like."

CHAIRMAN—"Most of us do, but you'd better explain it for the benefit of them as have never been inside one."—*Red Cat.*

'S Too Crool!—FEMALE CASTAWAY—"Good heavens! Cannibals."

MALE DITTO—"Now, now, don't get in a stew."—*Tit-Bits.*

Adopting a Family.—SHE—"I can not marry you, as I do not love you, but I will be a sister to you."

HE—"Fine. How much do you think our father is likely to leave us?"—*Vart Hem (Stockholm).*

Hopes for Uplift.—WELFARE WORKER—"And have you any plans for the future when your sentence expires?"

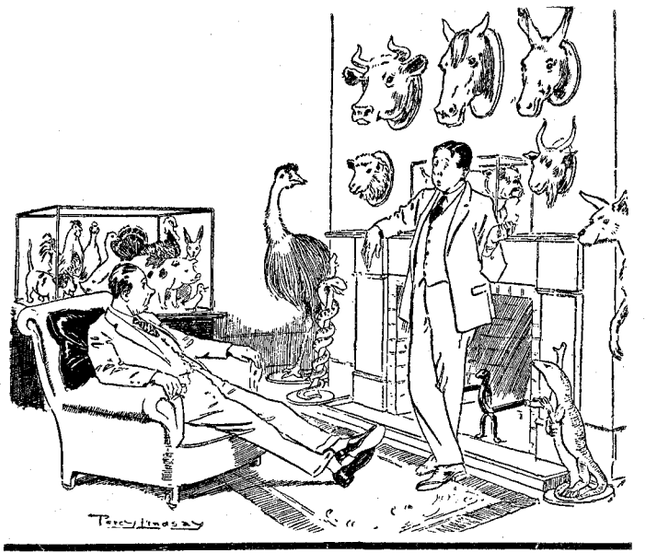
EDGAR THE INCORRIGIBLE—"Yus. I've got the plans of two joolers and a post-office to start with."—*Sydney Bulletin.*

Soft Answer.—SHE—"What do you mean by telling your boy friend that I was deaf and dumb?"

OTHER SHE—"I didn't say deaf."—*Boston Transcript.*

Lights! Camera! Action!—NURSE—"You *are* slow! Look how quickly Joan gets undressed."

BARBARA—"Yes, but she's practising to be a film star."—*Humorist (London).*



TROPHIES OF THE PACE

"Hunting trophies, I suppose?"
"No, got 'em all motoring"
—*The Bulletin* (Sydney, Australia)

Slips That Pass in the Night

Might Blow Up the Brain Trust.—
Expert Declares Bi-Mentallism
Only Safe Means of Inflation
—*Willmantic (Conn.) paper.*

John Bull and His Offspring.—Altho outwardly the British week-end calf brooded over the country, the realization of great events stirring was present in many quarters.—*Boston paper.*

Contented Hens.—Real Colonial Inn, on Balto Pike, 7 mi. from Dist. line; fine shade; spring water; 10 acres; 17 rooms; suitable tourist and poultry.—*Ad in a Washington paper.*

Fresh and Tender.—Girl Sprouts, under the leadership of Mrs. Kenneth Wysong left Monday for Franklin where they will remain in camp for two weeks.—*Eaton (Ohio) paper.*

Such Is Fame.—Coroner von Paper will leave for Germany almost immediately but will return in a fortnight for formal signing of the treaty.—*Vatican City dispatch in a New York paper.*

A Truce to Baby Talk.—PHOTOGRAPHER—"Watch and see the dicky bird."

CHILD—"Just pay attention to your exposure so that you do not ruin the plate."—*Lidove Noviny.*

Perfectly Official.—NURSE—"I lost sight of the child, ma'am."

MA'AM—"Good gracious! Why didn't you speak to a policeman?"

"I was speaking to one at the time, ma'am."—*American Mutual Magazine.*

Making Colonel Bogey Blush.—"How's your daughter's golf?" asked one grande dame of another.

"She says she is going around in less and less every week."

"I don't doubt that. I asked about her golf."—*Louisville Courier-Journal.*

Summernight Idyll.—
They walked in the lane together,
The sky was covered with stars;
They reached the gate in silence,
He lifted down the bars.
She neither smiled nor thanked him
Because she knew not how;
For he was just a farmer's boy,
And she—a Jersey cow.
—*Montreal Star.*

Cock-eyed Art.—"How do you account for your success as a futuristic painter?"

"I use a model with the hiccoughs."—*Belle Hop.*

Sobriety Thought.—HUBBY—"You call that a hat? My dear, I shall never stop laughing."

WIFEY—"Oh, yes you will. The bill will probably arrive to-morrow."—*Lustige Kölner Zeitung.*

Metamorphosis.—
He calls her his "pet lamb" no more,
Young Newedd doesn't 'cos he
Found ere the honeymoon was o'er
She was a little bossy.
—*Boston Transcript.*

Better Order a Ham.—Mrs. Brown always allowed her maid to have her young man in the kitchen in the evening. But knowing the girl was entertaining a new swain, she stole down-stairs and listened at the kitchen door.

Next morning she said to her maid: "Mary, your new young man seems very quiet. I never hear any sound of talking while he is here."

"No, mum," replied the girl, "he's that shy he's done nothing but eat up to now."—*The Northern Mail.*

Winged Seals in Danger.—
ANGELS WOULD FEATHER
NEST WITH SEAL SKINS
—*Los Angeles paper.*

Fate of the Wayward.—While attending services at Highland Friends' church Saturday, four heifers owned by Charles and Humphreys B—— escaped from the pasture and were killed by a freight train.—*Salem (Ind.) paper.*

Trying Mass Production.—Reno, Nev.—Former President Herbert Hoover, Ray Lyman Wilbur, president of Stanford University; Justice Harlan F. Stone of the United States and Ray Lyman Wilbur, Jr., arrived at Pyramid Lake to-day. They plan to spend several days there wishing.—*San Diego paper.*

A Case for Chivalry.—"Well folks, it's a stickup," he said, flourishing a pistol. "Put up your hands."

As the two couples complied the robber asked Mrs. —— for her jewelry. She and Mr. —— were married Saturday and all she wore was her wedding ring. In response to pleas from her husband and Mr. Smith, the bandit permitted her to keep it.—*Minnesota paper.*

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